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Scale AVIATION Modeller International

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Avro's Faithful Annie

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Part 5
16 page guide

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"When the present has latched its postern behind my tremulous stay, and the May month flaps its glad green leaves like wings, delicate-filmed as new spun silk, will the neighbours say 'he was a man who used to notice such things'?

Almost certainly not. In the unlikely event that any glimpses of Spring sunshine pierce the rime of acrylic overspray that currently encrusts the modelling room window it will light up only a pale troglodyte squinting beneath inadequate lighting at something far too small, choking on the noxious fumes of white spirit and Halfords' aerosol cans, and rasping through pipes caked with resin dust against which he has been far too impatient to take protective measures. This is the modeller in Springtime.

Pretty much the same as the modeller all the year round, in fact, which is why it is a good thing that the barrage of releases has continued to such an extent that we no longer dare break open any of the older kits in our stashes for fear of an all-new tooling winking into existence just as we add the finishing touches to a lengthy upgrade that fills a vital hole in our collections. Just how many part-finished FROG Gannets are there out there now, we wonder?

Of course there are always plenty of airshows at this time of the year. Modellers, falling into two distinct types, either put kits or real aircraft first. It has been suggested that the latter are more likely to finish a project accurately, thanks to their exposure to the prototype, while the former are more likely to buy and build many more kits, owing to the terrible urge that holds them in thrall and condemns them to look downward at the modelling bench, rather than upward to the skies.

'Aeroplanes?' they say. 'Who needs them? Give me a box of plastic any day. *Per Ardua ad Mensam!*

MONTHLY PRIZE DRAW

Subscribers' Monthly Prize Draw
April
- **Mr Derouaux, Belguim – Kit**
- **Mr Kellaway, UK – Kit**
- **Mr Cox III, USA – Kit**

Entry to the monthly prize draw is FREE to all subscribers.

Signals at Go!

SQUADRON

This month we include Part 5 of our new 12-part *World of Flight Airkraft Guide* giveaway, sponsored by Squadron MMD. This month's *Guide* is devoted to that perennial favourite of modellers, the Focke-Wulf Fw 190.

The *Guide* has been compiled in conjunction with our readers' survey, and is intended as a guide to modelling the top 12 most popular aircraft types as voted by yourselves. Taking the form of a digest of currently available kits and accessories, and illustrated not only with samples of merchandise, but also one of a series of specially commissioned features by modellers from 12 different nations, the *Guide* constitutes a distillation of all the best from *SAMI's* review pages with respect to the aircraft concerned.

Aimed at model builders, rather than collectors, each part will help the modeller to identify what is current in the marketplace, and given their association with all the best products around, across the whole spectrum of the hobby, we can't think of a better sponsor than Squadron with which to have it linked. ■

Free next month – Part 6: Hawker Hurricane

Scaling down Dragon

DRAGON

Just in case *Scaling Down* hasn't quite convinced you that 1/144 is a scale worth considering for the military aircraft modeller, here is an update on some of the double kits currently available, or imminent, from Dragon.

- 4586 - A-10A Thunderbolt II
- 4589 - EA-6B Prowler VAQ-140 *Patriots*
- 4590 - F/A-18E Super Hornet VFA-143 *Pukin Dogs*
- 4591 - Memorial Flight *Jolly Rogers* F-14B Tomcat & F/A-18F Super Hornet

- 4592 - F-14D Tomcat VF-31 *Tomcatters*
- 4593 - F-14D Tomcat final cruise VF-213 *Black Lions*
- 4594 - Tornado ECR *Lechfeld Tigers*
- 4595 - Air Refuelling KA-6D & F-14A
- 4597 - F/A-18F Super Hornet ■

Big E-Day Out

E-DAY

Here's a date for your diary: the 7th Annual E-Day Exhibition will take place in the basement of the shopping centre Gallery Butovice, Radlická Street, Prague from 15-16 September 2007. The event is a major opportunity for manufacturers to present their products and for competitors to show their skills in some of the modelling branches. There will be also naval, railway and aircraft modellers. Given the prominence of the Czech model kit industry at the moment, you may rest assured it will be an event well worth making an effort to go to.

More detailed information can be found at www.eday.cz/index_eng.php ■

Trophy Racer

AEROTECH

The latest fabulous limited edition from Aerotech is now expected on a daily basis, and will be the Supermarine S.4 (#32007/£132.00). A look at the machine on Aerotech's site at www.marshmodels.com will satisfy readers that it is an attractive contraption, but many fans of grey things with bombs will be wondering what on earth it is, so lacking a bizarre X-plane from Anigrand this month, we are pleased to present the following data:

The Supermarine S.4 was designed by R J Mitchell for the 1925 Schneider Trophy Race. Built by Supermarine at Woolston it was of wooden construction and powered by a 680 hp Napier Lion VII engine. Registered G-EBLP, it first flew in September 1925. On the 13 September 1925 at Southampton Water it raised the World's Seaplane Airspeed record to 226.752 mph.

The S.4 was shipped to the United States of America for the 1925 race. During trials at Bay Shore Park, Baltimore, piloted by Henri Biard, it sideslipped into the water from 200 feet and was wrecked.

Don't forget, this model is limited to 150 kits only. ■

Coming up for Airfix

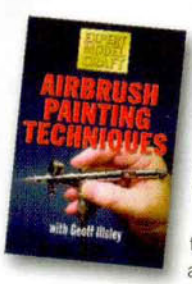
AIRFIX

So what is happening in the Airfix camp? Readers are no doubt wondering what to expect and when. We anticipate daily the arrival of samples of the new acrylic paint range, while the first plastic thing with wings to fly out of the resurrected Airfix catalogue will be a newly tooled 1/48 Spitfire Mk I (#05115/£10.99). This is the first 1/48 scale kit to include parts for the Mk I, which first went into service with 19(F) Squadron RAF at Duxford in 1938, and decals are provided for one of these aircraft. The early Mk Is had two-bladed fixed-pitch propellers, an unarmoured windscreen, flat canopy and a straight radio mast. The includes a de Havilland three-blade variable pitch propeller for a Mk Ia of the Battle of Britain period. There are also decals for Mk IIa 'NK-K' of 118 Sqn, A Flight, RAF Ivesley, which had the Rotol three-blade variable-pitch propeller with blunt spinner. Nice to see the boys are back in town. ■

Let Us Spray

AIRBRUSH COMPANY

Continuing *SAMI's* promotion of airbrushing and airbrush techniques we are pleased to report that a new series of DVDs has become available — the Expert Model Craft series, due for release in mid-April. Selling at £14.99 the discs will, we hope, demystify the use of this vital modelling tool.



In one of the first issues, *Airbrush Painting Techniques*, master-sprayer Geoff Illsley illustrates the selection, stripping and cleaning of airbrush equipment and shows how to choose, thin and mix paint for airbrush loading. He looks in detail at priming, undercoating and pre-shading and goes on to demonstrate airbrush techniques on faces and figures, buildings and armour, surface texturing, metals, wood, materials, leather, terrain and plenty more.

A highly detailed menu lists each topic for easy and immediate navigation, whilst the DVD 'pause' facility allows you to stop the action at any time to appreciate in close detail each step and the finished astonishing models.

This is a must not only for those contemplating acquiring an airbrush, but also for those ham-fisted idiots who regularly destroy these valuable tools through negligence, incompetence, and simply not reading the instructions. No names mentioned.

Check availability care of www.airbrushes.com ■

At a Glance

NEW IN MAY

Our monthly digest of new kit arrivals and re-issues.

A Model	#72136	1/72	Piasecki HUP-1	£9.99
A Model	#72137	1/72	Piasecki HUP-2/3	£9.99
A Model	#72147	1/72	Piasecki H-25A Army Mule	£9.99
A Model	#72152	1/72	Bell XP/YP-59 Airacomet	£10.30
AML	#72036	1/72	Lavochkin La-5UTI	£12.99
AML	#72037	1/72	P-40B Tomahawk	£12.99
Avis	#72005	1/72	Kawasaki Ki-10-1	£19.50
AZ Models	#48003	1/48	Spitfrire PR.XI	£24.30
AZ Models	#72011	1/72	Blériot SPAD 51 C.1 Decals France and Russia	£12.50
AZ Models	#72012	1/72	Blériot SPAD 51 C.1 Decals Poland and Turkey	£12.50
AZ Models	#72013	1/72	Blériot SPAD 51 C.1 Decals Spain	£12.50
AZ Models	#72016	1/72	Nakajima C Type 91-1 Decals Japanese Army	£12.50
AZ Models	#72017	1/72	Nakajima C Type 91-1 Decals China	£12.50
AZ Models	#72018	1/72	Nakajima C Type 91-II Decals Japanese Army	£12.50
Classic Airframe	#482	1/48	Boulton Paul Defiant TTI/TT.III	£26.99
Hasegawa	#00832	1/72	Lancaster B.I with Tall Boy bomb (Tirpitz Raid)	£29.99
Hasegawa	#00833	1/72	F-117A Nighthawk 'Gray Dragon'	£11.99
Hasegawa	#08171	1/32	Ju 87D-8 Stuka 'Nightfighter'	£34.99
Hasegawa	#09731	1/48	F-104S Starfighter 1996 Tiger Meet	£17.99
Hasegawa	#09732	1/48	Kittyhawk Mk IV	£15.99
Heller	#80432	1/100	Sud Aviation Caravelle Limited Edition	£14.99
Heller	#80439	1/125	Airbus A380 Lufthansa	£24.99
Hobbycraft	#1343	1/72	De Havilland Canada Caribou USAF	£22.99
Hobbycraft	#1354	1/72	DHC-3 Otter with wheels/Skis	£7.99
Italeri	#1263	1/72	Fiat Cr.42AS	£7.50
Italeri	#1267	1/72	Sikorsky HO4S-3 (S-55)	£7.50
Italeri	#1271	1/72	Lockheed F-16A/B Fighting Falcon	£11.99
Italeri	#2657	1/48	Ilyushin IL-2 Stormovik	£17.99
Italeri	#2658	1/48	Curtis P-40M/N Kittyhawk Mk.IV	£11.99
Italeri	#2667	1/48	Grumman F-14A Tomcat	£12.99
LF Models	#4811	1/48	Curtiss YP-37	£54.99
LF Models	#7280	1/72	Lockheed Altair 'Communication Plane'	£32.40
Minicraft	#14524	1/144	Lockheed C-130 Hercules US Coast Guard	£21.99
Minicraft	#14537	1/144	Lockheed AC-130H Gunship	£21.99
Olimp	#7230	1/72	Boeing P-12B/D	£19.40
Olimp	#7231	1/72	Boeing F4B-2	£19.40
Omega Models	#72157	1/72	Dufaux C.1	£34.50
Omega Models	#72242	1/72	Caudron C.60 floatplane	£38.40
Omega Models	#72260	1/72	Caudron C.59 floatplane	£38.40
Omega Models	#72298	1/72	Fokker C.Vb	£38.40
Revell	#4138	1/72	Hawker Hurricane Mk IIB	£3.50
Revell	#4205	1/144	Avro RJ-85	£8.99
Revell	#4209	1/144	Airbus A340 AUA 'Wiener Philharmoniker'	£14.99
Revell	#4306	1/72	Heinkel He 177A6 Greif & Hs 293	£13.99
Revell	#4704	1/32	Supermarine Spitfire Mk 22/24	£14.99
Roden	#607	1/32	RAF S.E.5a with Wolseley Viper engine	£34.99
Roden	#72053	1/72	Sopwith Camel F1 with Bentley engine	£6.99
S & M Models	#44-01	1/144	Vickers Viscount 800 'Eagle Airways'	£15.99
Trumpeter	#02826	1/48	Hawker Sea Hawk FGA.6	£19.99
Welsh Models	#071V	1/144	AW650 Argosy BEA Cargo 'Red Square'	£15.25

Modelling Matters

by Gary Dickson

Bristol Twins

VALOM

The Valom Company was founded in 2002 and focused on producing aircraft model kits and accessories. Kits are made with injection moulded-short run technology.

Valom are now expanding into 1/48 scale, and we have been pleased to receive notice of some impending releases due out in 2007/2008. All release dates are approximate.

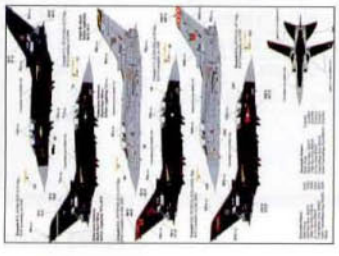
Valom kits 1/72

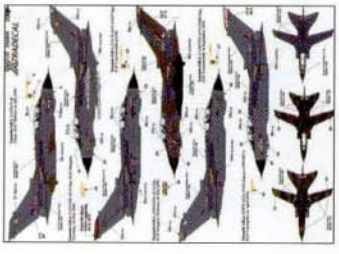
- 72010 Fisher P-75A Eagle 2007
- 72015 Bell YFM-1 Airacuda 2007
- 72020 Martin B-26A Marauder 41-17347 (short wings, elevator etc.) 1st quarter 2007
- 72021 Martin B-26B 41-17876 (early version - short wings, elevator) 1st quarter 2007
- 72022 Bell YFM-1A (nose landing gear) 2007
- 72023 Polikarpov TIS(A) late 2007
- 72024 Fisher XP-75 Eagle 2007
- 72025 Yak-7A 2007
- 72026 Yak-7PVRD 2007
- 72027 Sukhoi Su-6M-81 1st quarter 2007
- 72028 Marauder Mk IA 1st quarter 2007
- 72029 Kugisho D3Y2-K/D5Y late 2007
- 72030 Bristol Brigand 2008
- 72031 Bristol Buckmaster 2008
- 72032 Bristol Buckingham 2008
- 72034 Bristol Bombay 2008
- 72035 AW Albermarle B.I British markings 2008

Valom kits 1/48

- 48001 Antonov An-2 *Colt* Military fourth quarter 2007
- 48002 Antonov An-2 *Colt* Civil Aviation fourth quarter 2007
- 48003 Antonov An-2 *Colt* Airliner fourth quarter 2007
- 48004 Antonov An-2 *Colt* w. floats fourth quarter 2007
- 48005 Antonov An-2 *Colt* w. skis fourth quarter 2007

Some excellent stuff in the pipeline then. Kudos on those *Colts*, and bravo for the Brigand, Buckmaster and Buckingham. ■





Thin End of the Wedge?

XTRADECAL

New decal releases are not generally covered in these news pages, owing to lack of space, but in this particular instance *SAMI's* newsdesk has been so gobsmacked that we made an exception. Xtradecal, in their wisdom, are releasing a 1/144 sheet covering RAF Tornadoes, featuring GR.1s, GR.4s and F.3s (X4404/£TBA). Price is not confirmed, but will probably be £6.95.

Twelve aircraft are covered:

- ZE966/DXI 11 Sqn, Leeming 1998
- ZE165/ZK 25 Sqn, Leeming 1998
- ZG799/HJ 111 Sqn, Leuchars 2005
- ZE256/BX 29 Sqn, Coningsby 1998
- ZE154/LT 56(R) Sqn, Leuchars 2005
- ZG730/CC 5 Sqn, Coningsby 1997
- ZA371/C 2 Sqn, Marham 2000
- ZA554/DF 31 Sqn, Bruggen 2000
- ZA4474/AJ-F 617 Sqn, Lossiemouth 1998
- ZA469/TM 15(R) Sqn, Lossiemouth 2005
- ZD739 41(R) Sqn, Coningsby 2006. *Yes!* ■

Fishing for Compliments

FISHER

Congratulations to Fisher Model and Pattern whose Sea Fury has not only been elected Kit of the Year for 2006 on LargeScalePlanes.com in the cottage industry category, but has also been

chosen as Model of the Year, 2006 by the editors of *ModellFan* magazine of Germany, whose august editorial staff know a good thing when they see it.

More good works in the pipeline: in 1/48 an XF6C-6 'Page Racer' (ask Mr Jerram), in 1/32 an early F9F-2 Panther, an AJ-2 Savage in 1/144, and apparently something very, very nice in 1/32 for which we are advised to 'stay tuned.' It *must* be a Skua! ■

The Rhythm of the Boss Sound

HOBBYBOSS

The Hobbyboss masterplan is clearly under way, as the following helicopter kits have been promised very soon:

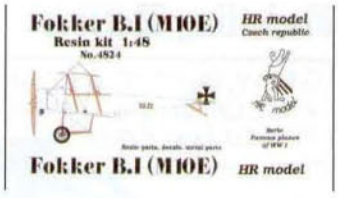
- 87213 CH-46D Sea Knight £4.99
- 87223 CH-46E Sea Knight £4.99
- 87215 UH-34A Choctaw £4.99
- 87222 UH-34D Choctaw £4.99

In the meantime, the four latest additions to the easy-build range are a Bf 109E-4/Trop (#80261/£3.99), an F6F-5 Hellcat (#80260/£3.99) a P-47D Thunderbolt (#80257/£3.99) and an F6F-3 Hellcat (#80256/£3.99). ■

Skoda Pressing

HR MODELS

The seemingly limitless output of the Czech model industry continues apace. This month's releases from HR are four new resin kits, including a Skoda Kauba S.K.257, which will no doubt be good news to Luftwaffe fans. This machine, readers may recall, was kitted by RV



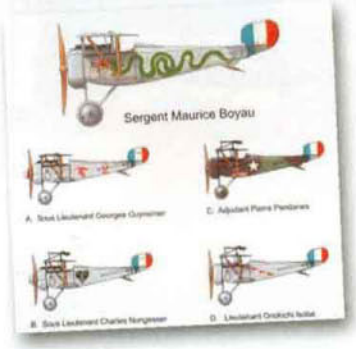
Resin in 1998. Is this, we wonder, the same tooling?

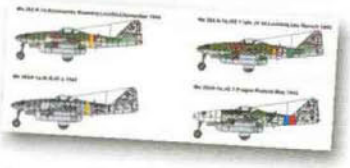
- 7368 1/72 Skoda Kauba S.K.257 £16.80
- 4824 1/48 Fokker B.I (M10E) £34.40
- 4825 1/48 Fokker M 10 Z £34.40
- 7367 1/72 Phonix C.1 1921-1922. Decals for Czechoslovakia £16.80 ■

Eduard Laid Bare

EDUARD

Eduard's releases this month have been a varied bunch. First up is the Dual-Combo boxing of the Nieuport 17 in 1/72, first released back in November as a *Flyboys* movie boxing. The twin package features all the usual Eduard pizzazz including five markings options for machines piloted by Sergent Maurice Boyau, Sous Lieutenant Georges





Guynemer, Sous Lieutenant Charles Nungesser, Adjudant Pierre Pendaries and Lieutenant Onokichi Isobe. Splitting the price of two kits gives you an excellent price/value ratio on these dual boxings

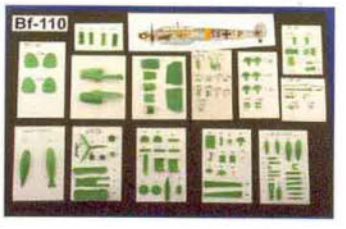
The Me 262A in 1/144 scale is the second April release. This new kit, also released as a double Dual Combo packing, contains two complete kits and four marking options. No photo-etched parts are included here. Markings cover Kommando Nowotny, Lechfeld, November 1944; III./EJG 2, 1945; JV 44, 1945, and JG 7, Prague-Ruzyne, May 1945.

The third April release, a 1/48th scale Nieuport 16, is in the budget-priced 'Weekend' range.

Eduard advise that stocks of all 1/48 Fw 190A kits, encompassing the Fw 190A-5, Fw 190A-8 and Fw 190A-8/R2 Royal Class, are getting low, and there are no re-release plans for the near future. All these kits will be superseded by the Fw 190A-6, which is slated for July 2007.

May should see the releases of the Avia B-534 in 1/48. This is one of the most famous of Czech aircraft, and one dear to Czech hearts. Produced in huge numbers in the late thirties, the B-534 constituted the main front line fighter component of the Czechoslovak Air Force during the Munich crisis in late 1938. Later, in 1941 and 1942, they fought with the Slovak Air Force over the Eastern Front. Eduard's Avia is at the top of their biplane line at this moment, with many new ideas and solutions incorporated in the kit's engineering. They are going to produce two basic kits, the open canopy Series III version, and the razorback-type canopy late version, also known as Series IV. The former will be released in May, the latter in June.

It looks like the 1/48 Messerschmitt Bf 110 will arrive on schedule and will come in four flavours: Bf 110C, D, E and F. The first kit, the Bf 110E, is



expected in September, and Eduard aim to introduce the production kit during the US IPMS Nationals this August.

All this — and some cracking bits of brass too! ■

Birds that Run

KIWI

More good news for Spitfire fans – especially those for whom 1/48 is the one true scale. New Zealand company Kiwi is going to produce a Mk XII.

In fact, the kit — so Kiwi advise us — is just awaiting decals before it can be sent away. Kiwi were going to use the Tamiya Mk V for this conversion, however it is quite complicated to convert the B wing to a C, so with this in mind they have sourced the excellent ICM Spitfire IX kits. These had poor reviews when first released, mainly due to quality control. By all accounts late issues of this kit are very nice, and with the added benefit of being very accurate. The main problem with the ICM kit was the complications involved in providing a detailed engine, and the effect this had on fit. As the Kiwi Mk XII has a complete resin nose, this problem is eliminated.

This is a limited run of 100 kits, so hurry up and place an order before Neil Robinson and his chums grab them all! Possible future limited editions in a similar vein are the Spitfire PR.11 and the Seafire 17. If they go into production they will be, again, plastic/resin full kits and limited to 100 each. ■

Spitfire Summer

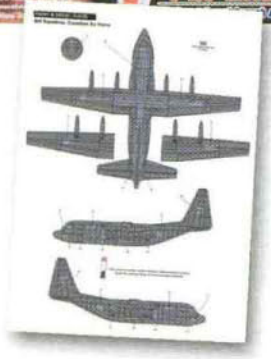
ICM

Since we seem to be digging up a lot of Spitfires this month, here's one that is worth a closer look. ICM will be releasing revised boxings of two of their 1/48 kits in the not too distant future. These will be the Supermarine Spitfire LF.IX (#48066/ £9.99) and the Mustang Mk III (#48123/£11.99). ■

First off the Bench

MINICRAFT

Minicraft's C-130s are now here, and we hope to be able to give you a closer look at the package next issue. In the meantime we remind you that the first two boxings of this versatile kit depict a C-130 Hercules of the US Coastguard and RCAF (#14524/£21.99), and a USAF AC-130H Gunship (#14537/£21.99). ■



French Variants

AZUR

Two new kits are due from Azur in 1/72. Both are injection-moulded plastic, and both deal with fascinating French parasol types:

The Nieuport Nieuport (#069/£9.65) was an inter-war fighter of French design that served with the Belgian and Brazilian air forces. The kit contains four sprues with injected plastic parts, resin and photo-etched details. Decals are for one Belgian and one Brazilian aircraft as well as bonus decals for a Romanian machine. Romania ordered a crossbreed between the NiD-72 and the NiD-622. The kit contains NiD-622 fuselage parts for the Romanian machine.

Second release is the Dewoitine D.373/376 (#068/£12.85). The French Navy ordered a naval version of the land-based Dewoitine D.371 fighter in two different variations. The D.373 had fixed wings and the D.373 had foldable wings. Just before the outbreak of WWII these were the best aircraft available to l'Aéronavale. The kit contains one sprue with injected plastic parts. Wing, engine interior details and others are cast from resin. Two different types of undercarriage and engine cowlings are included. In addition, it contains photo-etched parts and decals for four different machines. ■

ForEver Resin

FE RESIN

New resin releases in 1/144 from this source of late have included the following. Prices are not yet confirmed:

- 14476 Saab J-29B Tunnan
- 14477 Avia CS-199
- 14478 Messerschmitt P.1101
- 14479 Marcel Dassault Mirage IIICJ
- 144080 Saab J-29F Tunnan

Regular readers will have come across the huge range of FE Resin kits, but for those unfamiliar they are 1/144 resin castings with vacform canopies.

There is a very wide assortment of subjects covered, ranging from Harvard to Skywarrior and much in between.

These releases will be warmly received — especially those Tunnans, which weird machines are long overdue new toolings in any scale, never mind 1/144. ■

As You Like It

PAVLA

Pavla have done us a favour this month by providing us with another excuse for gratuitous Gannet coverage in the shape of their splendid resin cockpit set for the Trumpeter T.2 kit. With this out of our system, we can focus instead on forthcoming kits. Three of them to be precise — one a reissue of the Fieseler Fi 167 (#72001/£12.70), one a Douglas TBD-1 Devastator (#72057/£TBA) and the third is the Supermarine S.6B (#72060/£TBA) that so many people seem to be asking after. Kits are injected. ■

Big Cats in the Wings

TRUMPETER

Trumpeter's 1/32 Hellcats are on the way. Two kits are arriving on a shelf near you courtesy of UK importers Pocketbond.

Kit #2256, the Grumman F6F-3 includes 364 parts on 10 sprues, photo-etched parts, clear engine cover and optional folding wings and positionable flaps. Markings are for Cdr David McCampbell, CVG-15, USS *Essex*, October 1944 and Lt Cdr Alexander Vraciu, VF-6, USS *Intrepid*, February 1944. The completed kit measures over 12 inches long with a wingspan of over 20 inches — better fold those wings then!

Kit #2258, the F6F-3N Night Fighter features a similar parts layout and markings for '319' aboard the USS *Solomon Islands* 1944 and '6' of VF(N)-76 aboard USS *Charger* in 1944. This variant of the Hellcat had an APS-6 radar system installed, an IFF transponder, flat windscreen that doubled as a gunsight and a different instrument panel featuring a central radar display.

Still in 1/32, the F-100D is getting nearer, and looking good! ■

This Year's Model

ITALERI

List of the month award for this issue goes to our Italeri news bulletin, which is entirely devoid of embroidery whatsoever:

- 1018 1/72 Junkers Ju 88A-4 £9.99
- 1113 1/72 Caproni Ca.311 £9.99
- 1264 1/72 Lockheed F-117A Nighthawk £7.50
- 1265 1/72 Junkers Ju 52 'Toucan' £9.99
- 1266 1/72 Dornier Do 217J-1/J-2 Nightfighter £9.99
- 1267 1/72 Sikorsky HO4S-3 £7.13
- 1268 1/72 VH-7 'Marine One' (EH-101) £11.99
- 1269 1/72 Boeing B-52G Stratofortress 'Gulf War' £35.99
- 1270 1/72 Savoia Marchetti SM.82 'Marsupiale' £24.99
- 2659 1/48 OA-10A Warthog £17.99
- 2660 1/48 Grumman F7F-3N Tigercat £17.99
- 2661 1/48 MiG-27 *Flogger D* £17.99
- 2662 1/48 Chinook HC.1 (CH-47C) £32.99
- 2663 1/48 Caproni Ca.3 £TBA
- 2664 1/48 SAAB JAS-39 Gripen two-seater £TBA
- 2665 1/48 EH-101 Merlin HM.1 £39.99
- 2666 1/48 Sikorsky MH-60K Black Hawk SOA £12.99

Of these, the SM.82 and the 1/48 Merlin are the two new toolings that everyone is waiting for. ■

Making Marks

LEGATO

Legato are making waves in the resin and plastic Pacific that is the Prague model scene. Firstly, we are pleased to learn that AZ is a trademark of Legato, and is the name under which they are currently producing injection moulded plastic kits. Those we have so far seen have been excellent, and include resin detail parts.

We have been passed on details of future releases, from both Legato and AZ, which readers may find of interest, as there are some unique subjects among them.

AZ Models 1/72

- AZ7201 Breda 27 M China
- AZ7202 Breda 27 M Prototipo
- AZ7203 Regiane Re.2003
- AZ7204 Breguet 14A.2 French
- AZ7205 Breguet 14A.2 Service in Europe
- AZ7206 Breguet Bre-14B
- AZ7207 Breguet 14A2/B
- AZ7208 LET L-60 Brigadyr
- AZ7209 LET L-60 Brigadyr in Military Service
- AZ7210 LET L-60 Brigadyr in Agro Service
- AZ7211 Blériot Spad 51C.1 French, Soviet
- AZ7212 Blériot Spad 51C.1 Polish and Turkey
- AZ7213 Blériot Spad 51C.1 Spanish
- AZ7214 Aero Ae-1
- AZ7215 LET L-60S Brigadyr
- AZ7216 Nakajima NC Type 91-I Japan Army
- AZ7217 Nakajima NC Type 91-I China

- AZ7218 Nakajima NC Type 91I-II Japan Army
- AZ7219 Gloster Gauntlet Mk I
- AZ7220 Gloster Gauntlet Mk II
- AZ7221 Gloster Gauntlet Munich Crisis
- AZ7222 Gloster Gauntlet in Finnish AF
- AZ7223 Avro 621 Tutor

- AZ7224 Avro 621 Tutor
- AZ7225 Hawker Hart B.4 Finnish AF
- AZ7226 Hawker Hart B.4A Swedish Air Force

AZ Models 1/48 scale

- AZ4801 Avia B.35.2 1939 Czechoslovak Air Force
- AZ4802 Avia B.35.2 1940 Luftwaffe
- AZ4803 Spitfire PR.XI
- AZ4804 Morane Saulnier M.S.406 France 1940
- AZ4805 Morane Saulnier M.S.406 Finland
- AZ4806 Morane Saulnier M.S.406 Luftwaffe
- AZ4807 Morane Saulnier M.S.406 Vichy

Legato Plastic Models 1/72

- LPK72001 Regianne Re.2000 series I
- LPK72002 Regianne Re.2000 series III
- LPK72003 Mávag Héja I/Héja II
- LPK72008 Reggiane Re.2000 Prototipo
- LPK72009 Hansa Brandenburg B.I serie 77
- LPK72010 Hansa Brandenburg B.I serie 05
- LPK72011 Hansa Brandenburg B.I serie 76/176/276

Legato Plastic Models 1/144

- LPK14401 Avia F.VIIb/3m Czechoslovak Air Lines
- LPK14402 Fokker F.VIIb/3m in Military Service
- LPK14403 Avro 618 Imperial Airways
- LPK14404 Fokker F.VII/3m KLM, Swissair, Ala Littoria
- LPK14405 ATR-72

The 1/144 Fokker F.VII and variants were originally to be produced in resin by CMR, who have helped master the model. Legato will produce them as injected kits, and we hope they feature the kind of comprehensive decal sheet CMR included with their DC-2 family, which will enable modellers to produce a spectacular display of classic airliners. ■

Classic Plastics

ACCURATE MINIATURES

Interesting news from Accurate Miniatures. The company responsible for some of the best 1/48 injection-moulded kits yet produced is releasing two packages under the new 'Air Combat Legends' heading. Both include reissues of Revell kits from the late '60s, made from the original moulds *(and released by Monogram long before that if fading memory serves? Ed.)*. Kit #1020

includes a P-51B Mustang and a P-40N Warhawk, while Kit #1021 features the US Navy Boeing F4B-4 and a US Army Curtiss P-6E Hawk.

These items are listed at $22 each. Meanwhile, Accurate Miniatures' own toolings are still available and we note with interest some upgrades that have been made to future issues of the Dauntless kits. Check out the website at www.accurate-miniatures.com ■

Axis Extraordinary

KORA

Three treats for fans of Axis aircraft from Kora in the pipeline: those attuned to the weird and wonderful will enjoy the 1/48 Aeronautica Lombarda AR.1 Experimental I (#4810/39.70), while a more sedate Focke-Wulf Fw 44E with Argus 8B in-line engine (#4816/£48.20) will certainly appeal to the more down to earth. This latter is in 1/48 as well, and both kits are resin productions.

In 1/72 they are joined by an injection-moulded Junkers Ju 388L-1 in USAAF and Soviet Air Force service (#7298/£59.60). ■

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The Unforgotten Falklands

EXHIBITION

BY ANDY EVANS

The Fleet Air Arm Museum Remembers the Falklands Conflict with the opening of a new South Atlantic Exhibition

The Fleet Air Arm Museum, adjacent to RNAS Yeovilton — synonymous with the Sea Harrier and its role in recapturing the Falkland Islands a quarter of a century ago — has recently opened a new exhibition to both remember and celebrate the actions by naval personnel who took part in the war in the South Atlantic.

The exhibition is a poignant reminder of the men and machinery involved and the walls surrounding the exhibits are liberally filled with photographs,

paintings and memorabilia that vividly relive the conflict. The aircraft display is dominated by a Sea Harrier shown in a 'ski-jump' pose, whilst *Humphrey*, the Westland Wessex — famous for its attack on the Argentine Submarine *Santa Fe* and its rescue of the SAS from South Georgia and complete with bullet holes — remains an astonishing sight. One of HMS *Endurance's* Wasp helicopters, also famous for its attack on the submarine *Santa Fe,* is also on show, as is a representative Westland Lynx with its attendant Sea Skua missile. From the Argentine side is a nosecone from a Dagger, a reminder of the losses suffered by an air force operating at the limits of its aircrafts' range. Other displays include some excellent scale models of the ships involved, plus multi-media presentations with film from the conflict and informative commentary by some of the pilots and crews involved.

The exhibition was opened by BBC correspondent Brian Hanrahan, whose commentary from HMS *Hermes* has become the stuff of legend, with his famous "I counted them all out, and I counted them all back" comment, restricted as he was in reporting how many aircraft had taken part. As he recalled in his eloquent speech, "I felt the words needed to shape the concern I had for the pilots during their first attacks on the Islands, and I am now happy I had the chance to talk them into history". He went on to explain his admiration for the Sea Harrier: "I soon discovered the Harrier was an amazing aircraft. I was inspired by the skills of the men who flew them!"

Also attending the opening were many of the servicemen involved in the war such as Major General Sir Jeremy Moore, Commander of Land Forces; Task Force Commander Admiral Sir John Woodward; Lt Commander David Morgan, the highest-scoring British fighter pilot since WWII; Commodore Neil Thomas Cdr Bill Covington, Cdr Ogilvy and Andy McHarg, all former Sea Harrier pilots, and Lt Cdr Tony Ellerbeck, the Wasp pilot and *Humphrey's* pilot, Commander Stanley.

The exhibition is a timely reminder of 25 years ago when a small force undertook to recover a tiny part of British Sovereign Territory which, until then, few had heard of, but one that would never be forgotten.

SAM

The exhibition is dominated by the Sea Harrier FRS.1, which will forever be associated with the Falklands War

Brian Hanrahan opened the exhibition

HMS 'Endurance's' Wasp, which attacked the Argentine submarine 'Santa Fe'

Westland Wessex 'Humphrey', still showing bullet holes

Lt Commander David Morgan

Telic Tornado

HASEGAWA

New limited edition reissues from Hasegawa this month cover some very nice subjects, including an *Operation Telic* Tornado F.3 — a subject dear to some editorial hearts, but often overlooked in favour of mud-movers with bigger and more naked ladies painted on them. Look out for the following:

- 00742 1/48 Messerschmitt Bf 109G-10 'End of War' II./JG 52 *Yellow 20*
- 00847 1/72 Heinkel He111P 'Old Camouflage' KG152 Code: 25+E23 1938-39
- 09743 1/48 Henschel Hs 129B-2 'Schlagtgeschwader 2'
- 00848 1/72 F-4C/D Phantom II 'Bi-Centenial'
- 09744 1/48 Kawasaki Ki-61-I Koh/Otsu Hien (*Tony*) '244th Flight Regiment'
- 09745 1/48 Fw 190A-4 I./JG1 'OESAU' Maj. Hans Ehlers
- 00849 1/72 Tornado F Mk.3 'Operation Telic'
- 00857 1/72 F/A-18F Super Hornet 'VFA-154 *Black Knights* CAG'
- 00858 1/72 F-4J Phantom II 'VF-31 Tomcatters'
- 09763 1/48 Mitsubishi F-2B '21 Sqn 30th Anniversary'

The latest Lancaster issue is now with us — the Tirpitz Raider — but look out for the post-war variant (#00850) in May or June. ■

Tractor Factor

ACCURATE ARMOUR

Two beautiful new 1/48 kits from Accurate's Scale Airfield range are now available. The first is a Classic British WWII/Post-War RAF vehicle, the Standard 4 x 2 GS Utility, better known as the 'Tilly' (#48005/£24.99), and this is accompanied by a David Brown Towing Tractor 4 x 2 — a standard RAF vehicle for both concrete and grass airfields.

The tractor looks particularly nice, and will be familiar to any modeller acquainted with the inside of an Airfix Stirling box. The model features excellent detail, suspension, winch and chassis. The David Brown appeared in many marks both during and after WWII and was used in large numbers for towing aircraft, bomb trolleys and other small-wheeled ancillary equipment.

Hopefully some bomb trolleys and suchlike will appear in due course, but if you can't wait that long then Belcher Bits' 1/48 *Grand Slam* bomb trolley, (#24/Cdn$25.99) is now available. This detailed trolley was used to transport and load *Grand Slam* and *Tall Boy* bombs in RAF Lancasters, and will make an ideal companion for the David Brown. ■

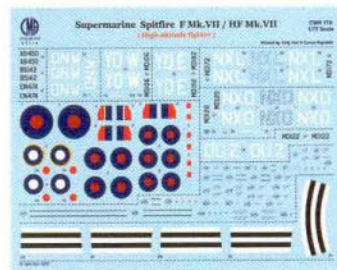
Czechlist

CMR

You might suppose, given the sheer amount of bits in the box, that CMR would have had time for nothing else. In this you would be mistaken, as CMR boss Petr Buchar always has time for Spitfires.

Merlin-engined arrivals from CMR this month have been the Spitfire F Mk IX 'Early Version' (#175/£25.99) and the Spitfire F.VII/HF.VII (#178/TBA). Next in the series will be the Mk VIII 'RAAF Special' (#179/TBA).

In the not-Spitfire range, releases of late have been the Hansa Brandenberg W.20/2 (#5005/TBA), and the AGO C.IV (#5025/TBA). ■



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Scale Aviation Modeller International has a policy of previewing all kits received in this section, and any item received is guaranteed a mention at the earliest opportunity. We cannot realistically preview kits unless we actually receive them, and manufacturers are invited to submit samples as early as possible to ensure the most efficient usage.

Previews

IL-2 Stormovik

Scale: 1/48	Kit No: 2657
Price: £17.99	Decal Options: 4
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 106, Clear 10	Manufacturer: Italeri
UK Importer: The Hobby Company	

Another appearance from the Accurate Miniatures tooling. This excellent kit has recently been released by Eduard in their Orange series. Italeri's boxing features an excellent decal sheet, and is hopefully the latest in a series of Accurate reissues from this source.

Focke-Wulf Fw 190A-8/R2 'Royal Class'

Scale: 1/48	Kit No: R0004
Price: £99.99	Decal Options: 9
Panel Lines: Recessed	Status: Revised Issue
Type: Injection Moulded Plastic	
Parts: Plastic 289, Clear 20, Etched 71 x 2, plus extras	
Manufacturer: Eduard	
UK Importer: Hannants/LSA	
Also includes 'BIG ED' set featuring two 48556 basic detail sets, two 48551 landing flaps set, one 48555 tools and boxed set, Express Masks, eight-page colour booklet, authentic piece of original aircraft, plus certificate and reproduction Knight's Cross.	

Having eulogised this particular kit at some length on several occasions since the first test shot was received, *SAMI* is in danger of becoming repetitious on the subject, but with the Bf 110s about to steal the limelight, this epic Royal boxing of Eduard's wonderful little Butcher deserves a final caveat before we move on to pastures new. This kit is loaded with extras and special features, including additional fuselage parts to allow an R2 version to be built, and four of the decal options cover this, one of them - particularly welcome - being a JG 300 *Wilde Sau*. The reproduction Knight's Cross is a real beauty, and the Big Ed set will allow you to get the most out of the engine included (twice) on the plastic sprues.

Of course there will be plenty more variants of the '190 to come, and we look forward to reviewing them all, but this particular release has recaptured the excitement and wonderful first impression caused by the kit when we first got our hands on it last September.

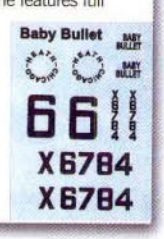
Lloyd CV

Scale: 1/72	Kit No: A173
Price: TBA	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Resin 61	
Manufacturer: Choroszy	
UK Importer: Aeroclub	

Baby Bullet

Scale: 1/72	Kit No: A170
Price: TBA	Decal Options:
Panel Lines: Recessed	Status: New Tooling
Type: Resin	Parts: Resin 19
Manufacturer: Choroszy	UK Importer: Aeroclub

Even the most time-challenged of modellers can have some fun with this one. The tiny monoplane features full interior detail, and will build quickly and easily into an eye-catching and unique model guaranteed to raise an eyebrow or two at your local club.



Airbus A340 'Wiener Philharmoniker'

Scale: 1/144	Kit No: 04209
Price: £14.99	Decal Options: 4
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 111, Clear 2	Manufacturer: Revell

PZL P.11b-L

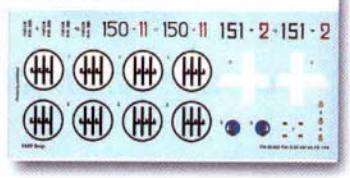
Scale: 1/48	Kit No: 111
Price: TBA	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Vacform	
Parts: Vacform 18, Vacform Clear 1, Plastic 19	
Manufacturer: Broplan	UK Importer: Aeroclub

Fiat G.50 II Serie

Scale: 1/48	Kit No: 48004
Price: TBA	Decal Options: 1
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 50, Clear 1, Resin 25, Etched 13	
Manufacturer: Flying Machines	
UK Importer: Hannants	

This is a revised version of FM's G.50bis/AS, and features a broadly similar set of parts. There is a new resin cowling, a small extra injected sprue, and an additional decal sheet along with that from the previous issue, from which one can take the national markings.

The whole package bears a remarkable resemblance to an MPM kit, and as the box says 'Made in Czech Republic,' it comes as no surprise to see the word 'Eduard' on the etched fret.



Hawker Siddeley Buccaneer S.2/2C/2D in Fleet Air Arm service

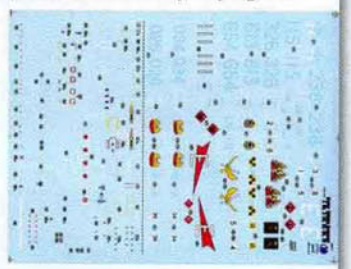
Scale: 1/72	Kit No: 165
Price: £64.99	Decal Options: 12
Panel Lines: Recessed	Status: Revised Tooling
Type: Resin	
Parts: Resin 185, Etched 11, Vacform Clear 2	
Manufacturer: CMR	UK Importer: Hannants

Now is a very good time to be a modeller. Kits like this would not have been dreamed of up until comparatively recently. The sheer amount of detail included, and all the extras that make up the package are simply remarkable, and while the price may raise some eyebrows, it is worth bearing in mind that more often than not you get what you pay for, and in this particular instance that is certainly quite a lot.

CMR have taken great pains over this latest version of their Buccaneer, which is why its release has been delayed a little, but rest assured it has been worth the wait.

Contained in the box are a mass of resin parts – our count is approximate, as they are all tightly bagged, and need to remain so to brave the Royal Mail en route to a reviewer. One of the most remarkable aspects of the resin content is the amount of quality spares you will end up with. Not only are there two kinds of ejection seat, but the weapons selection has to be seen to be believed, including as it does Bullpup and Martel missiles (two types), CBLS carriers, 1,000-lb bombs, slipper tanks, HDU flight-refuelling pod, Red Beard nuclear bomb, and others. The spare weapons alone could be marketed separately as a kit in its own right, and the decal sheets, including 12 options, are exquisite.

Add to this the Kabuki masks, the Eduard etched fret, and the mass of paperwork that constitute instructions, decal and stencil placement data, weapons load charts and photographs and one can only wonder at where manufacturers can go from here. Companies like CMR and Eduard are really pushing the boat out, and in this present case it's a very, very big one!



Harbin H-5 Bomber

Scale: 1/72	Kit No: 01603
Price: £5.99	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded plastic	
Parts: Plastic 140, Clear 9	
Manufacturer: Trumpeter	
UK Importer: Pocketbond	

Farman MF 11 Shorthorn (British)

Scale: 1/72	Kit No: B80
Price: TBA	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Resin	Parts: Resin 126
Manufacturer: Choroszy	UK Importer: Aeroclub

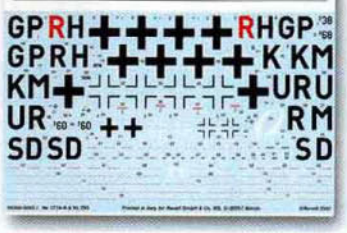
Long overdue a good kitting, the Shorthorn is another welcome addition to Choroszy's expanding range. Modellers of British naval aircraft may rejoice in the knowledge not only that the kit is here, but that it is to Choroszy's usual high standard and although by no means a pushover, will reward careful building.

Supermarine Spitfire Mk 22/24

Scale: 1/32	Kit No: 04704
Price: £14.99	Decal Options: 3
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded plastic	
Parts: Plastic 130, Clear 3	
Manufacturer: Revell	

He 177 A-6 Greif & Hs 293

Scale: 1/72	Kit No: 04306
Price: £13.99	Decal Options: 3
Panel Lines: Recessed	
Status: Revised Tooling	
Type: Injection Moulded Plastic	
Parts: Plastic 179, Clear 17	
Manufacturer: Revell	

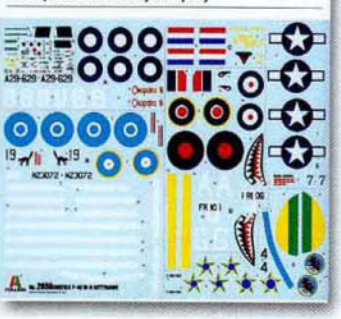


Hawker Hurricane Mk I

Scale: 1/24	Kit No: 02414
Price: £53.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded plastic	
Parts: Plastic 246, Clear 14, Etched 12, Rubber 3	
Manufacturer: Trumpeter	UK Importer: Pocketbond

Curtis P-40M/N Kittyhawk Mk IV

Scale: 1/48	Kit No: 2658
Price: £11.99	Decal Options: 6
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 62, Clear 7	Manufacturer: Italeri
UK Importer: The Hobby Company	



Bristol 118

Scale: 1/72	Kit No: B86
Price: TBA	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Resin	Parts: Resin 112
Manufacturer: Choroszy	UK Importer: Aeroclub

Avro R-J85

Scale: 1/144	Kit No: 04205
Price: £8.99	Decal Options: 2
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 58, Clear 5	Manufacturer: Revell

Caproni Ca.100 Isotta Fraschini 100R

Scale: 1/72	
Kit No: A171	
Price: TBA	
Decal Options:	
Panel Lines: Recessed	
Status: New Tooling	
Type: Resin	
Parts: Resin 42	
Manufacturer: Choroszy	
UK Importer: Aeroclub	

Rare Resins from Hannants

UK kit moguls Hannants have provided us with some interesting resin kits this month, from ranges that do not regularly feature in either our Reviews or Previews sections. Readers coming upon names like 'Kora' and 'Czech Omega' with such regularity in our news pages will no doubt be interested in a closer look at some of the products of these companies.

Given the limited-run nature of many of these kits, and the likelihood that importers only bring in a handful at a time, it is neither practical nor reasonable to expect samples of every kit released to be passed on to the press. With this in mind we would like to express our thanks for this opportunity to have a closer look under the lids of some of these items, and to pass on a little more information about the kind of products these companies are releasing.

VEF Irbitis I-15a

Kora's output is fairly impressive, with regular releases both of kits and resin conversion sets. Kit prices start around £21.00 and go right up to £110.85 for the Ju 488, or £103.50 for the PBY2-3 Coronado. Many of their subjects will seem esoteric to the mainstream modeller, but for the specialist seeking to fill a crucial gap in a collection, they seem to have something for everyone. Both 1/72 and 1/48 kits have been released.

This particular kit offers 15 sharply moulded resin parts and a very clear vacform canopy. The one-piece fuselage guarantees minimum effort required for construction, and the instructions are as thorough as they need to be. Painting instructions refer to Humbrol colours.

This is a simple package, but well produced, and while the reader may consider the price excessive for 15 parts in a box the size of a CD, remember it's not the contents that dictate the price, but the availability of this aircraft type to those modellers who want to build it.

To those interested in pre-war trainers, or the Latvian Air Force in particular, this kit will be worth every penny, and the companies who make this kind of product deserve our support and appreciation for doing so.

Autogiro Cierva C8L-II

VEF Irbitis I-15a with wheels	
Scale: 1/72	Kit No: 7264
Price: £27.70	Decal Options: 1
Panel Lines: Recessed	Status: Revised Tooling
Type: Resin	
Parts: Resin 15, Vacform Clear 1	
Manufacturer: Kora	UK Importer: Hannants

Autogiro Cierva C8L-II

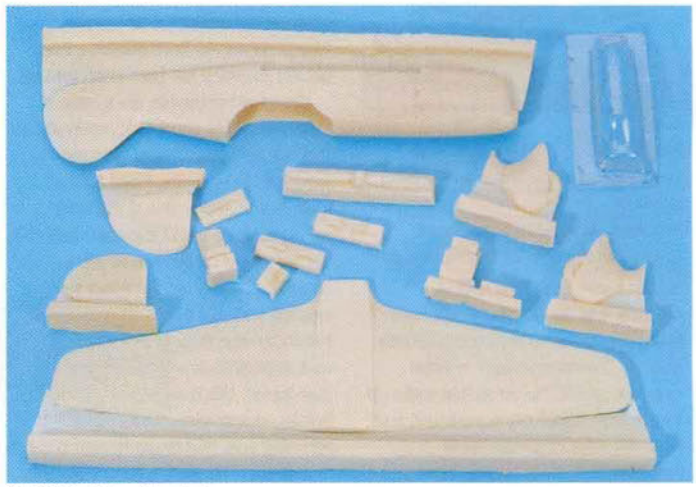
HR's range of resin kits covers a broad spectrum, but vintage types predominate, and while their coverage of the Avia 534 will win the approval of their Czech compatriots, it is subjects like the Bristol Bulldog and the Gloster Gauntlet that will appeal more to the UK modeller. Kits are resin, with some etched parts.

The present kit is one of a series based on the type. The Cierva Autogiros were early rotary-winged designs, based on the fuselage of the Avro 504. HR have produced six variants so far.

Don't be perturbed by the resin wafers. The parts on this kit are crisply cast and will clean up quickly and easily. Instructions are a little over-simplified, showing only four-views of the complete aircraft, but the modeller should be able to work things out from these. The etched fret includes an instrument panel and seatbelts.

This is presumably typical of HR's output, and this being the case, the range can be recommended, especially as the prices are very reasonable for the type of kits represented.

Autogiro Cierva C8L-II	
Scale: 1/72	Kit No: 7349
Price: £16.80	Decal Options: 1
Panel Lines: Recessed	Status: Revised Tooling
Type: Resin	
Parts: Resin 43, Etched 11	
Manufacturer: HR Model	UK Importer: Hannants



VEF Irbitis I-15a with wheels

Percival Vega Gull

Packed in a stout tray-type box, this kit is well-presented and suggests a respect for subject matter occasionally lacking in some manufacturers. The single A4 instruction sheet has some colour images, and while the construction relies on a single small exploded view, this is more than adequate given the simple nature of the kit.

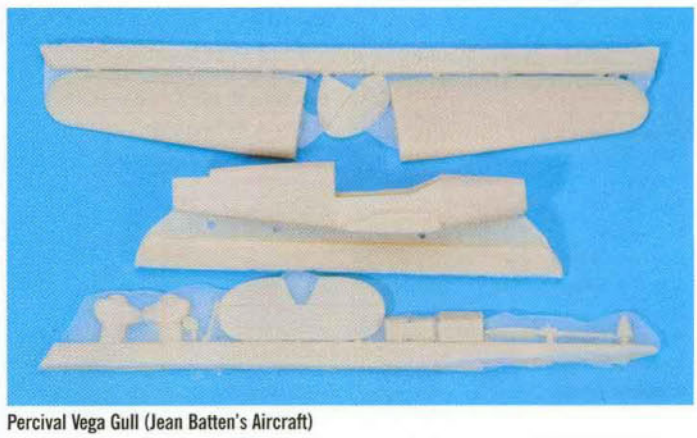
It is a very simple kit, and some detailing will have to be added to the cockpit and exterior, but everything is well produced and looks like a satisfactory result can be achieved.

This particular kit may not be typical of Omega's output, as many of their releases feature etched parts and more options with regards to decals and variants. This being said, it is one of the cheaper kits in the range which covers over 250 subjects in 1/72, 1/48 and 1/32, many of which you will not find kitted elsewhere.

Kits like these are unique, and in between the Spitfires, Messerschmitts and F-14s it is the types kitted by manufacturers like Kora, HR and Omega that make our hobby so fascinating. Thanks again to Hannants for providing the samples, and we hope to keep you posted on all future developments in this very busy and thriving section of the industry.

SAM

Percival Vega Gull (Jean Batten's aircraft)	
Scale: 1/72	Kit No: 722294
Price: £30.50	Decal Options: 1
Panel Lines: Recessed	Status: Revised Tooling
Type: Resin	
Parts: Resin 13, Vacform Clear 1	
Manufacturer: Omega	UK Importer: Hannants



Percival Vega Gull (Jean Batten's Aircraft)

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Ursa Minor – Tu-95MS Bear-H

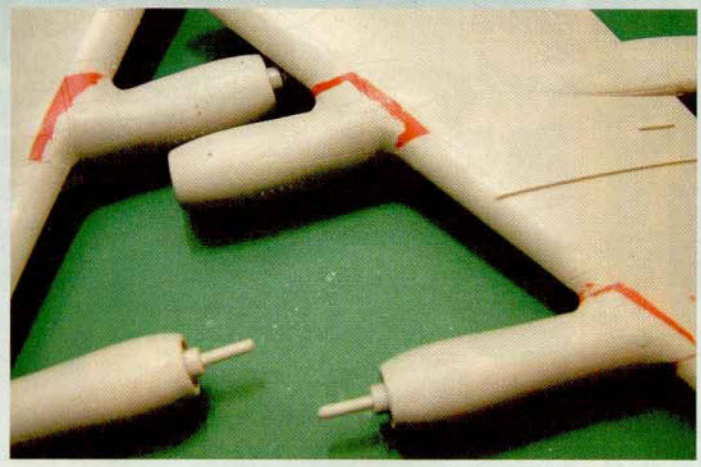
TRUMPETER 1/144

BY ANGUS McDONALD

RAF Phantoms, scrambling to intercept Tu-95s, were always part of my childhood. Images of a vast tubular, silver fuselage, mighty engines the size of Spitfires, and the obligatory Phantom stationed on the port side shadowing the beastie. Oh, and both crews waving at each other.

After all these years... ahem... *decades* of waiting, and Trumpeter finally deliver the goods. Not for me this behemoth in 1/72 scale. Rather their more manageable 1/144 scale offering. At least I stand a chance of displaying it somewhere!

The kit is standard fare from Trumpeter: Sturdy box; grey sprues packed in plastic bags; quite decent instructions; minor flash; minor sink marks; the odd ejector pin mark in almost but not *quite* hidden places (such as undercarriage bays, so hard to remove); overall fine moulding, but a bit rough in places. Obviously a pantograph from their 1/72 offering, the kit is festooned with intricate detail. Finely engraved panel lines are a sight to behold, and there are bumps and blisters and curves all over the place. There are also some quite microscopic parts.



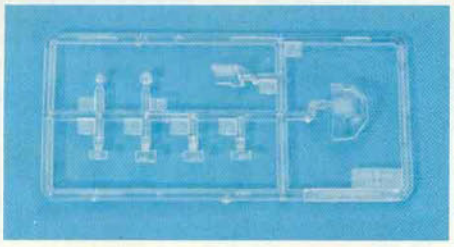
Construction

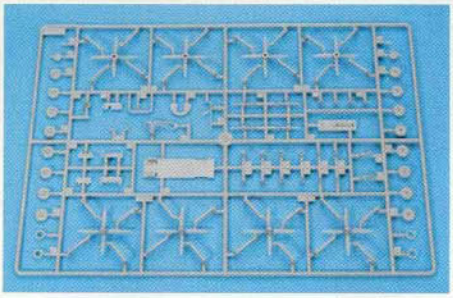
Firstly, *fill the nose with as much lead weight as you can!* The instructions do not tell you to add weight to the nose. Of course I trusted the instructions and discovered the awful truth near the end of construction: it's a tail-sitter.

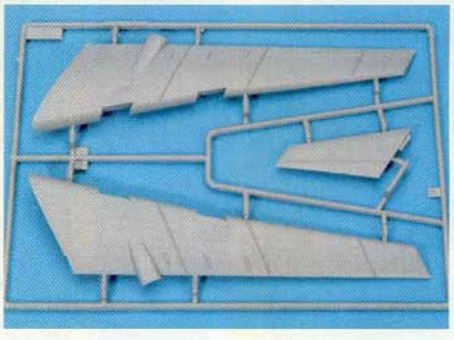
Do not follow the build sequence in the instructions. Leave off until the end all the dangly, breakable bits (undercarriage, propellers, pitot tubes, etc). There is a cockpit well fitted out with seats, control yolks and other paraphernalia. You can't see a thing with the transparency fitted, so it might be worth saving some of the bits for a rainy day.

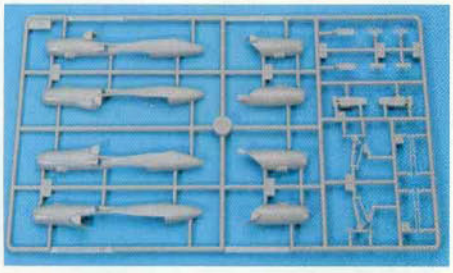
The Bear with the Software

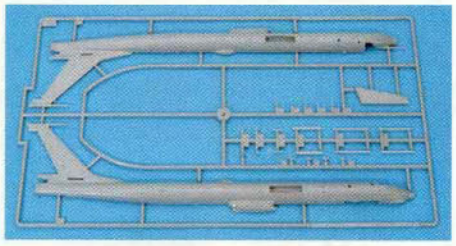
Trumpeter's other *Bear* is the Tu-142MR *Bear-J*. This is the communications relay variant that passed on the data from snooping submarines to land- or air-based command posts. The 'R' in the suffix stands for *retranslyator*. Readers in search of the *Bear* necessities are recommended the new Warbird Tech title. See *Book Reviews* this issue.

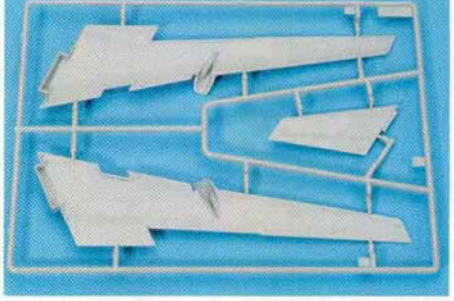












TECHNICAL DATA

Scale: 1/144	Kit No: 03904
Price: £24.99	Panel Lines: Recessed
Status: New Tooling	
Type: Injection Moulded Plastic	
Parts: Plastic 113, Clear 8	
Decal Options: 2	
Manufacturer: Trumpeter	
UK Importer: Pocketbond	

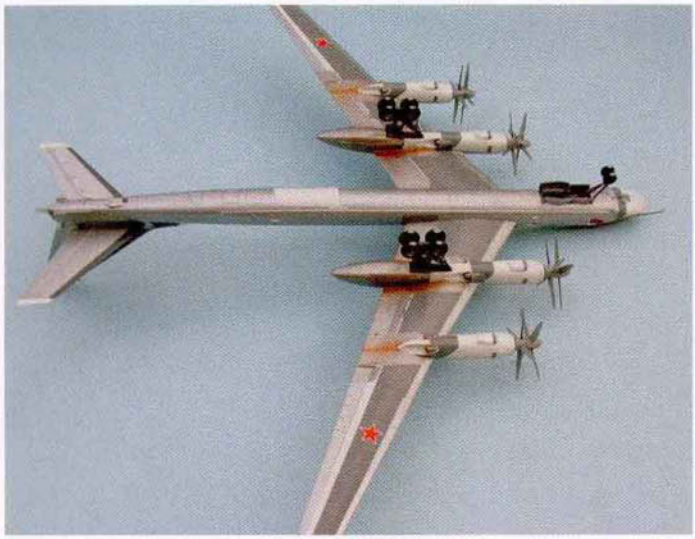
The fuselage and wing halves fit together very well indeed. Regardless of the excellent fit, eliminating the seam lines will inevitably also eliminate some of the panel lines. How you deal with this is somewhat dependant on your philosophy regarding panel lines at this scale. Some would say they are too obtrusive and would choose to eliminate them entirely. I like them, so spent a fair time scribing them back.

I did not bother fitting the four tiny square windows in the forward fuselage. Kristal Klear was glooped into them at the end of painting.

The fit of the nacelle halves to each other ranges from excellent to mediocre. Quite a lot of detail is lost with sanding away seam lines, and it is tedious scribing it back. The fit of the chin carburettor (?) intake lips is very bad, and requires much paring with a knife and sanding to blend into the nacelles.

Fitting of the nacelles to the wings is *hideously* bad, particularly the inner nacelles. There is a flattish bulge on the upper surface of the wing where nacelle and wing join. This bulge appears on the wings, but does not appear on the nacelles. Either the bulge was not moulded on each nacelle or the nacelles were short-moulded. The result is a considerable step between nacelle and upper wing. You need to use filler to build up the nacelles, sand to blend into the wing, and then rescribe panel lines.

When I was happy as I could be with my work on the nacelles and wings, it was time to attach the wings to the fuselage. Here, the fit was extraordinarily good. A small amount of sanding was required on the port leading-edge. There is a slight gap at the underside of the wing root.



Perfectionists may choose to fill it in.

Cockpit and tail gunner transparencies are reasonably clear and of good fit, though you may find you need a touch of filler for the cockpit transparency if the cockpit sides are slightly short-moulded. I chose to mask the transparencies with B&Q blue painter's tape. It is a fiddly process, and one I normally eschew in favour of using thin slices of decal sprayed an appropriate colour. This time it worked wonderfully well. You can see a fair amount through the rear gunner's transparency. Shame there is no detail to see.

The propellers were not brilliant. The leading-edge of each blade has a peculiar feature which looks like a corrugated de-icing strip. Trumpeter have attempted to mould this feature. The result is vastly overscale. Only on two of the blades, which were short-moulded, did it look right. The hubs are a mess, and require considerable cleaning up.

Once the airframe was painted, all the highly breakable bits were slotted into their places. Happily they really *did* slot into place, particularly the nicely detailed undercarriage. The four pitot tubes under the canopy are miniscule and quite a challenge to fit.

Colour Options

The paint scheme is fiendishly complex, which is barely conveyed by the inadequately small colour diagram supplied by Trumpeter. You will need back-up reference photos. Though even with these it is difficult to differentiate between the various greys and aluminium. I spent at least three weeks masking the thing. I used so much masking tape, rubber masking solution and aluminium foil the thing looked more like a foil-wrapped novelty

Scaling Down Trumpeter

In last month's *Scaling Down* we looked briefly at Trumpeter's 1/144 scale range. Although not extensive, it features some excellent mouldings, and some interesting subjects. Most are either Soviet or Chinese, but the F-86s are particularly nicely done and are probably the best known 1/144 kits from this manufacturer.

With a number of PLAAF subjects in the pipeline, including a MiG-21, Trumpeter is certainly worth keeping an eye on.

The full list of currently available, or proposed kits is as follows:

- 01319 Messerschmitt Me 262A-1a £TBA
- 03906 Tupolev Tu-160 Blackjack £TBA
- 03901 Ilyushin IL-76 transport £19.99
- 01321 F-86F-40 Sabre £2.75
- 03905 Tu-142MR Bear-J £24.99
- 01320 F-86F-30 Sabre £2.75
- 03904 Tupolev Tu-95MS £24.99
- 01323 Kawanishi H6K5-L flying boat £9.50
- 01322 Kawanishi Type 97 flying boat £9.50
- 03902 Ilyushin IL-78 Midas £19.99
- 03903 Ilyushin A-50 Mainstay £19.99
- 01324 Sukhoi Su-47 Berkut £TBA
- 01325 MiG-21/F-7II £TBA
- 01326 PLAAF Aerobatics Team F-7EB £TBA
- 01327 PLAAF F-7MG £TBA
- 01328 PLAAF F-8II £TBA
- 01329 Su-34 Sukhoi 'Strike Flanker' £TBA

condom than the scourge of Fighter Command! Teensy-weensy slivers of masking tape are still cropping up all over the house.

Surprisingly, nay astonishingly, the propellers were not that hard or tedious to mask and paint. The backs of the blades are a very light grey, the fronts black with yellow tips and silver de-icing strips.

I am given to understand the scheme shown by Trumpeter is that applied to the prototype Tu-95MS. The colours called out by Trumpeter also appear wrong. Where they suggest Dark Sea Grey, I reckon a light Ocean Grey (though I used Halfords grey primer); Dark Grey should be Dark Sea Grey (an ancient Humbrol acrylic was used); and I believe you could use white instead of IJN grey, though in hindsight a very, very light grey is more appropriate. I used Halfords aluminium spray and Citadel's Mithril Silver for the aluminium bits, and their Chainmail and Boltgun Metal for the burnt iron bits.

The decals are thin, and of good register and adherence. They are basic to say the least. The colours of the Russian flag are wrong. They had it as white, blue and yellow. I painted the yellow bit red.

One feels that had Revell produced this kit they would have provided more decals to cover the areas tricky to paint such as the white shapes on the nacelles, the five ovoid shapes on the fin looking like seagull droppings (I cut up a scrap piece of white decal), the white blisters on the fuselage and fin, the round shape on the nose of the aircraft, etc. There are none of the usual stencils one would expect on such a large aircraft.

Otherwise it was a relief not to have to experience another two weeks, of sticking on hundreds of nanometre-long decals, as I did with Revell's An-124.

Conclusion

A mixture of excellence marred by careless mediocrity that does yield a spectacular model. Superb detailing supported by equally superb fit of some parts is let down by appalling fit of others such as nacelles to wings, a decal sheet that is basic and wrong, and a relatively inadequate paint diagram which I believe calls for incorrect colours. Marry all this with a fiendishly complex paint scheme and miniscule parts, and I can only recommend this otherwise excellent kit for the experienced modeller.

What is fascinating is to be able compare the Tu-95 against other 1/144 scale models. I've always considered the Tu-95 a huge aeroplane, but it seems small when put along side Revell's An-124, its fuselage puny against CMR's Martin Mars flying boats, but of similar stature to a B-52H. And it still looks like a praying mantis or stick insect to me when it is on the ground.

SAM1

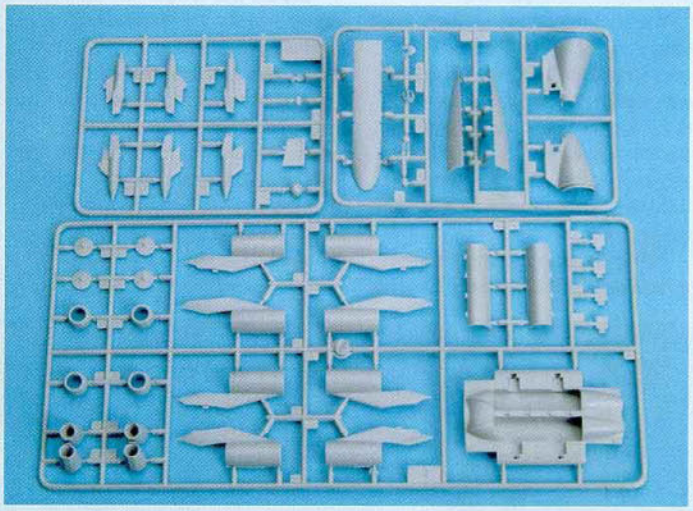
Golden Touch – Trumpeter's Big Red Ones

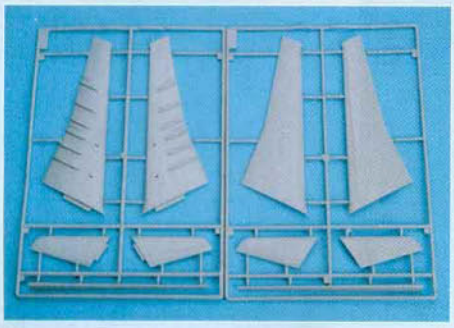
Having assembled a whole sleuth of *Bears*, you will no doubt be considering further options. Trumpeter have a trio of large Soviet aircraft, all based on the Ilyushin IL-76 airframe. These are the IL-76 transport, the IL-78 *Midas* tanker variant, and the Beriev A-50 *Mainstay* AWACS machine.

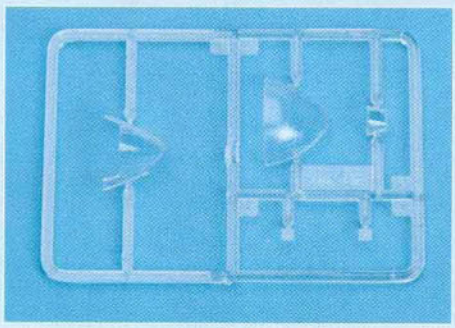
The basic kits are similar, and are injection moulded with fine engraving. Transparencies are nicely moulded, crisp and clear, and show promise. Our sample, the IL-78 *Midas*, featured a nicely printed decal sheet for one aircraft, but little in the way of stencilling or wing walk paths. The kit is well moulded and flash-free, and looks every bit as promising as the *Bear*.

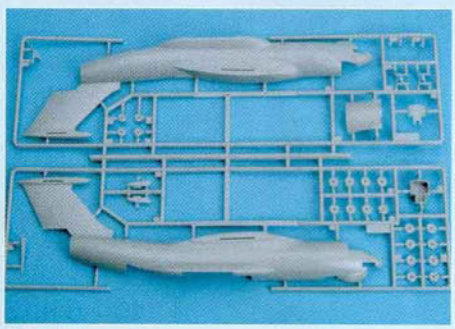
TECHNICAL DATA

Scale: 1/144	Kit No: 03902
Price: £19.99	Decal Options: 1
Type: Injection Moulded Plastic	
Parts: Plastic 92, Clear 5	
Manufacturer: Trumpeter	
UK Importer: Pocketbond	









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We are always looking for new reviewers, so anyone interested in becoming part of the team is invited to contact Gary Hatcher at the editorial address.

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Supermarine Type 300 Spitfire Prototype

CMR 1/72

BY IVOR RAMSDEN

Czech Master Resin 1/72 Scale
No.170 Supermarine Type 300, Spitfire Prototype
"Eastleigh Airport, 5 March 1936"

TECHNICAL DATA	
Scale: 1/72	Kit No: 170
Price: £23.80	Panel Lines: Recessed
Status: Revised Tooling	Decal Options: 1
Type: Resin	
Parts: Resin 27, Vacform Clear 2	
Manufacturer: CMR	UK Importer: Hannants

CMR's now-standard card box contains their usual compartmented polythene bag which keeps the major parts and smaller parts separate, thus reducing the risk of damage or loss. Separate bags contain a pair of vacform canopies and the decal sheet. Every part is simply flawless, with perfectly cast resin, unblemished canopies and decals in perfect register. What a good start!

The instructions appear on three A4 pages and include five assembly drawings, two very useful 'infoviews', as CMR call them, showing the dihedral angle and set of the undercarriage, and a four-view colour scheme drawing.

This is an interesting and I believe unique kit because it depicts the aircraft as it appeared on just one day, that of its first flight on 5 March 1936. CMR have researched this kit well and it seems to agree in most respects with current thinking on this aircraft.

Construction

This is a very simple and straightforward kit to build. There are minimal casting lugs to be removed and the parts are easy to clean up without any risk of damage. The instrument panel includes a representation of the blind flying panel which was fitted to production aircraft, but the prototype did not have this arrangement, having instead a typical 1930s random appearance. I left it as it was as I was intending to fit the canopy closed. The interior assembled neatly and I painted the whole cockpit, including the seat, in an eau-de-nil shade. CMR suggest that this should be red-brown, which would be correct for later production aircraft which had seats of a resin material, but photographs show the prototype's alloy seat to have been painted in the interior colour. A gentle rub down of the mating faces of the fuselage allowed them to go together with only minimum cleaning-up of the joint required afterwards. A couple of panel lines are missing from the engine cowlings: one is a longitudinal line immediately behind the nose and the other runs at an angle downwards and backwards from the fifth exhaust outlet. These are clearly visible in early photographs of the prototype. I have seen drawings which show a panel line running centrally along the top cowling but this is not visible in the photographs which I have to hand.

The one-piece wing needs its gun ports drilling out; these were clearly visible at the time depicted by the model, but were covered over when the aircraft was painted. The wing clicks into place but I had to shave a fraction off the sides of the fuselage to achieve the correct dihedral. The 'infoview' helps to get this spot-on. A small amount of filler was required on each side of the wing fairing aft of the trailing-edge and I had to tidy up the recess for the carburettor air intake under the nose. The rudder is a separate part which needed some trimming to achieve a perfect fit, but it is a fine replica of the prototype's first style of rudder. It does need the addition of an actuator tab on its left side. CMR's attention to quality is shown in the undercarriage legs and tailskid which are made of a whitish resin which is slightly flexible, reducing the risk of breakage of these delicate castings.

I modified the propeller slightly by trimming its trailing-edges, as photos show it to be slightly less paddle-bladed than that supplied. Comparison with photos will show the effect to be aimed for. The addition of the two pitot tubes completed assembly. I waited until the model had been painted before I fitted the canopy.

Colour Options

Well there's *no* option, but there is some scope for deciding what colour the aircraft should be. CMR say it was overall zinc chromate primer with polished aluminium cowling panels and aluminium doped control surfaces. Photos show the airframe to be several different shades which suggest that panels or sections were painted individually before assembly or were blown over afterwards. Zinc chromate is a yellow colour, sometimes greenish, and a very light coat is used to etch into aluminium alloy before colour coats are added. It most definitely is not Cockpit Green, which is a proper paint and which would add unnecessary weight to the airframe. Use of a thin coat saves weight and slight variations in the thickness of paint will have the effect of giving different shades. Eyewitness reports state that the aircraft was a 'grass green' colour, so I used a silver base coat with varying numbers of very thin coats of

Humbrol 38 lime green, masking different panels so as to achieve a patchwork effect. The shading ended up a bit more subtle than I wanted, but is not too far away and the lime green colour doesn't look as awful as it sounds. I painted the oil tank under the engine to represent brass rather than CMR's suggested red primer, and added red primer patches on the top side of each aileron and a starting handle hole on the left side of the cowling. The colour of the propeller is not clear. I decided on grey blades with black roots, grey and aluminium boss and spinner, with brass leading edges. CMR supply a full set of decals including the black serials with white outlines which appear on fuselage and rudder. They also supply serials for under the wings. Although there is some doubt that they were applied on the day in question, I fitted them to relieve the otherwise plain undersurfaces. The decals adhered perfectly to the gloss surface without the need for any setting agents.

Conclusion

How many superlatives can I use in one sentence? This is yet another excellent kit from CMR of this beautiful aeroplane, and no Spitfire enthusiast should be without at least one model of the prototype. Despite the minor adjustments which are required, this model is a delight to build, so I can highly recommend it to any modeller, even as a first resin kit. The colour scheme might put some people off and I have to say that I prefer it in its first overall colour of pale grey-blue, but this one certainly makes an unusual finish. And if you can't stomach a lime green Spitfire, don't forget that CMR do the slightly later version in the grey-blue scheme.

Whilst building this model I couldn't stop myself thinking about the late Jeffrey Quill who flew this and many other Spitfires. He was a great pilot whom I had the privilege of knowing towards the end of his life, and a direct link to the very first days of this wonderful aeroplane. This model will form part of a small exhibition dedicated to this famous aviator at the Manx Aviation and Military Museum.

SAMI

Hawker Hurricane Mk I

TRUMPETER 1/24

BY ANGELO PICARDO

TECHNICAL DATA

Scale: 1/24	Kit No: 02414
Price: £53.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded plastic	Parts: Plastic 246, Clear 14, Etched 12, Rubber 3
Manufacturer: Trumpeter	UK Importer: Pocketbond

What a treat you get when you first open this box! Nine light grey sprues featuring an exquisite level of detail; recessed panel lines, screw heads and fasteners; and a very nice rendition of the fabric-covered rear fuselage section. As usual with Trumpeter kits there is some flash, and ejector pin marks turn up in awkward spots. The transparencies are crystal clear and very thin and, there is a photo-etch fret to provide for some interior parts and for the pilot's seat's Sutton harness. Instructions come in the form of a 20-page booklet covering 26 stages of assembly, and a colour profile is included for the painting and decalling guide.

Construction

Assembly begins with the cockpit. The seat is detailed with that etched harness and I found a minor problem here in that the hole in the backrest of the seat through which the harness tensioner passes is represented only by an engraved oval. A quick bit of drilling and cutting put this right. The rest of the cockpit is nicely detailed and represents the Hurricane's tubular framework very well. The instrument panel is moulded in clear plastic with a film part for the faces, which means the panel will need to be carefully painted so as not to obscure them. Alternatively, just use acrylics, then, when dry, rub the dial faces clear again with a toothpick. A nice little sub-kit of a Rolls Royce Merlin is included, along with its wiring harness in soft vinyl. Once installed this may be viewed through clear side panels, or if painted they can be left unglued and removable. The main fuselage fuel tank is included but will be totally hidden on the completed model. The cockpit and engine modules are securely located by a number of large tabs which make the closing of the fuselage a straightforward operation.

The lower wing is a one-piece moulding onto which are installed the undercarriage bay, two gun bays, the wing-mounted fuel tanks and the oil tank. Again, fuel and oil tanks are not visible once the wing is assembled. The gun bays have a reasonable level of detail if you wish to leave their access panels off. As Trumpeter are scheduled to release a cannon-armed variant, the wing is a generic moulding for both types and features a separate section for the gun ports. This fits into the leading-edge with little problem. All the control surfaces are separate and, apart from the flaps, feature small tabs that locate them in their neutral positions, but it will be no trouble to trim these tabs to allow the surfaces to be deflected.

Final assembly stages cover the undercarriage, propeller and canopy. No real problems here except that the internal armoured windscreen is supplied as a separate piece, which could prove a problem to attach without damaging the transparency. I solved this by using Klear floor polish to secure it in place.

Colour Options

Two, both are for aircraft that flew in the Battle of Britain: an 87 Squadron machine flown by Ian Gleed in the standard RAF day fighter scheme; and Bob Stanford Tuck's 257 Squadron aircraft in the same scheme, but with red-and-white spinner and the underside of the port wing painted black. I painted the model using Humbrol enamels.

The decals are well printed and in good register, with only one spelling mistake for the stencilling, unless there really was such a thing as a 'First Ard Kit'! The only other problem here is that the codes are in white, not the correct grey.

Conclusion

When building this model I did wonder if there was a need for another large Hurricane, as the Airfix kit is still available and compares well with this one. The answer is yes! This kit is a fantastic piece of work that builds easily and has a great level of detail — too much in a few places, such as the hidden fuel and oil tanks — and it does lack some detail such as the prominent cooling pipe that runs from the engine through the cockpit to the radiator.

I can't wait to have a go at the cannon-armed tropical version!

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B-57 Canberra

CLASSIC AIRFRAMES 1/48

BY ANGELO PICARDO

TECHNICAL DATA

Scale: 1/48	Kit No: 4130
Price: £39.95	Decal Options: 4
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 84, Resin 22, Clear 7	
Manufacturer: Classic Airframes	
UK Importer: Hannants	

This is a limited-run kit offering seven sprues of heavy, grey plastic, a bag of resin parts, a small clear sprue, two large decal sheets and the instructions. The plastic parts feature some very fine recessed panel lines. The attachments to the sprues are fairly substantial and will require care when removing parts, especially as the plastic is brittle. There was no flash but some prominent injection plugs have to be removed to allow parts to fit. The resin parts feature an amazing level of detail, the ejection seats in particular are little gems. The instructions are in the form of a booklet with exploded diagrams for the 12 stages of construction. A separate sheet is included for markings and colour schemes.

Construction

This begins with the attachment of the separate nose section to the main fuselage halves. Great care has to be taken here, as misalignment is easy and the kit features no locating pins. I found a large gap appeared at the rear cockpit fairing despite all my attempts to get the nose as carefully aligned as I could. The cockpit comes next, and most of it is made up from resin with just the odd plastic part. The seats have cast-on harnesses and are beautifully detailed. The painting instructions state that the cockpit is all black, but research shows it should be light grey with black panels, and that the seats also are light grey. Before closing up the fuselage halves, the plans recommend adding a weight of 6 oz or 170 g to avoid tail-sitting. I added this, and then some, but the model still refused to sit on its nose gear!

The wings are huge pieces of plastic with integrally moulded control surfaces. The undercarriage bays are resin inserts that require a lot of trimming and sanding to get them to fit within the wing halves. I sanded the roofs of the bays so much that they became translucent. If you decide to fit any external stores, you must open up the flashed-over holes at this point. The wings do not have a tab-and-slot arrangement to fix them to the fuselage. Instead, two plastic rods are supplied to act as spars, fitting into holes moulded into the fuselage and wingroots. These needed to be enlarged to get the rods to fit. Whilst fitting the wings I found that the wingroots were deeper than the corresponding area on the fuselage by about 1.5 mm. This was rectified by filler to level it all off. The tailplanes have plain butt-joints and great care is needed to ensure they are attached at the correct angle.

Final stages of construction involve the undercarriage, which consists of plastic legs and resin tyres. The nose leg needs to have the torque link removed for the B-57 — not an easy task as the part is thick and the plastic is brittle — and the leg is also too long. The B-57 had a distinct nose-down stance. As it is, the model (if you can get enough weight in the nose!) will sit nose-up.

The very last stage is for the ordinance. Four 750-lb bombs and four napalm tanks are included, all with minute, separate, anti-sway braces. I can hear the carpet licking its lips!

Colour Options

You have four options, all USAF: a camouflaged machine from Vietnam, all black and all silver aircraft, and a grey example with Day-Glo orange panels. I went for the latter because it looked so different.

No actual paint references are given on the plans and 'grey' is such a, well, grey area! Again the Internet came to the rescue, and I found Revell's Matt 76 was a pretty good match, as was their Matt 25 for the Day-Glo.

The decals are very well printed and in perfect register, though the separate red bars for the Stars 'n' Bars were fractionally too short. Another down side was that the white is translucent, the Day-Glo orange showing through the stars. The decals settled down well on Gloss Cote and did not obscure the finely recessed panel lines. For the walkways you are just provided with equal lengths of decal stripe and have to cut them to the required lengths. Here I found the instructions slightly unclear.

Conclusion

This is not a shake 'n' bake kit. A lot of preparation of the parts is required and a lot of test-fitting and continual adjustment must follow. Saying that, I would suggest this model could be an ideal introduction for a novice to limited-run injection kits.

SAMI

Arsenal VG 90

DUJIN 1/72

BY TIM LARGE

TECHNICAL DATA

Scale: 1/72	Kit No: 72254
Price: TBA	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Resin 24, Vacform Clear 2	
Manufacturer: Dujin	UK Importer: Hannants

Inside the plastic bag are 31 parts, 29 of which are in a cream-coloured resin with recessed panel lines and raised detail. Most of the parts are held on a film of resin, with the wings and tail assembly being separate. Unfortunately a number of the smaller parts are mis-cast, rendering the front and main undercarriage unusable. The rest of the package consists of a sheet of decals, a header with a photo of the first VG 90, and an A4 sheet of paper with a three-view scale diagram of the VG 90-01, a side view of the VG 90-02, and a short history of the aircraft.

Construction

As there are no instructions, common sense leads the modeller to start with the cockpit. This is made up of three parts — seat and tub, both of which are nicely detailed — and an instrument panel. No control column is provided. As with the rest of the kit these parts fit very well. The only real problem was the undercarriage, which required replacement of all the parts from the spares box. You are given the option of parts to make the V-1 or V-2, these being in the form of different rudders and main undercarriage doors. The vacform canopies are not the clearest ever, even after dipping in Klear.

Colour Options

Silver for both aircraft. The decals have an overall carrier film, so you will need to trim each image carefully, and you have to provide all the national markings. I found the supplied decals needed a touch of Micro Sol to avoid silvering.

Conclusion

A very welcome addition to the growing profusion of prototype models now available. As this is a limited-run kit, the problem with the miscasting is unlikely to surprise a prospective buyer, but it is not a project for the beginner. Nonetheless an enjoyable build, which is what the hobby is all about.

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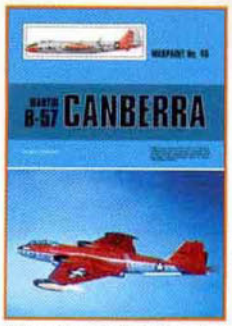

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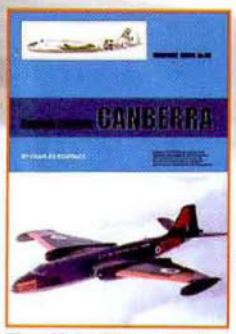

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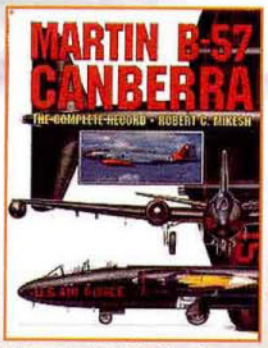

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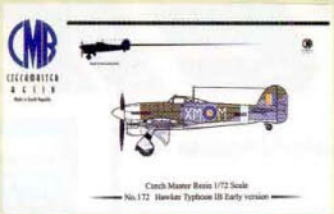
CZECH MASTER 1/72

BY IVOR RAMSDEN



TECHNICAL DATA	
Scale: 1/72	Kit No: 172
Price: £23.99	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Resin 72, Vacform Clear 4, Plastic 2, Clear Resin 4	
Manufacturer: CMR	UK Importer: Hannants

Czechmaster's crisply-cast caramel-coloured resin abounds when you open the box. The resin parts are protected by a multi-compartment polythene bag, with separate bags containing the vacform canopies and the decals. The parts themselves have a perfect surface finish, delicately engraved detail and are almost pinhole-free. A very professional set of diagrams includes four assembly stages and a brief but adequate detail painting list. A second A4 sheet gives very clear colour scheme diagrams and a further sheet provides seven black-and-white photographs which include some detail views, the value of which is unfortunately reduced by their not being very well printed. The main decal sheet is augmented by a small correction sheet, which is typical of CMR's attention to detail.

Construction

Very little trimming or cleaning up is necessary and construction holds no nasty surprises, although the instrument panel and pilot's seat back armour needed a little trimming to allow the fuselage halves to join tightly. The cockpit is reasonably well detailed, but the auxiliary instrument panels are missing, and whilst a lap belt is moulded into the seat, shoulder straps have to be added. The air intake interior is fiddly to line up and leaves quite a noticeable joint which is difficult to fill, but which really has to have some attention as it is so visible. The wings have a large and very strong joint to the fuselage but, unusually for this manufacturer, quite a lot of filler is required to tidy up the wing fillets. Three options are provided for the cannon. The two uncowled versions are very delicate and would be best left until a very late stage in the build. Whichever you choose, they need a lot of filler to blend them into the wings.

Addition of the undercarriage completes the main assembly and small details such as the pitot tube, which is not supplied, can be added from sprue,. The vacform canopy, for which there are two alternatives, has to be drilled for the aerial to fit through and it is easier to drill it after fitting so I left the aerial off until after painting. The 'car doors' are cast in clear resin as are the landing lights. The glazed sections can be cut off the doors if you are modelling the canopy closed. A word of warning here: the Typhoon had just *one* door, on the starboard side. The instructions incorrectly show two, as do most plans. The panels are the same shape on both sides of the cockpit and early aircraft have a plate riveted over the handle opening on the port side door, but the port side panel is *not* a door. I hadn't realised this until I was comparing photos of the model with pictures of the real thing.

Comparison with photos of the real thing reveals an overall good likeness but there are two areas that warrant attention. First is the shape of the radiator: its intake is too oval and the whole thing is too wide at the back. It should have a marked taper in plan view. The second is the fin and rudder, where the hinge seems to be out of line, appearing to run at an angle from the main axis of the fuselage. This sounds a minor

Breguet Br 1001 Taon

DUJIN 1/72

BY JONATHAN BURNS

TECHNICAL DATA	
Scale: 1/72	Kit No: DA 72250
Price: £23.65	Panel Lines: Recessed
Status: New Tooling	Decal Options: 2
Type: Resin	
Parts: Resin 27, Vacform Clear 2	
Manufacturer: Dujin	
UK Importer: Hannants	

This aircraft has quite an interesting history. It was a contender for the NATO light strike fighter competition that was eventually won by the Fiat G.91. With characteristic NATO unity, most of those participating nations whose entrants had not been selected immediately left the programme when the winner was announced! The Br 1001, now christened Taon ('Gadfly', and an anagram of NATO) ran to two prototypes, of which the second had a lengthened fuselage. Further improvements included the fitting of aerodynamic bulges at the wing roots to increase area ruling, and in this form the aircraft set a World Airspeed Record of 1,075 km/h for a 1,000 km Closed Circuit Course on 23 July 1958. Although not selected, the design evolved into the twin-engined Br 121, from which root eventually sprang the hugely successful SEPECAT Jaguar.

Dujin's kit is moulded in creamy resin with some heavy engraved surface detail. The most obvious features are the complete lack of assembly instructions and the fact that the smaller components have been encased in a resin web that is very much like thick flash. Further research is needed to ascertain which components go where. A small decal sheet provides code letters and Breguet logos on continuous carrier film.

Construction

The cockpit consists of a tub, an instrument panel that needs much trimming to fit the aperture, and a nicely moulded ejection seat with strap detail, which suffered from air bubbles but looked good when painted. The area behind the cockpit is open and daylight shows through to the nosewheel bay, so some blanking is required.

The preparation of the fuselage halves was quite a challenge. There are casting gates at front and back. Those at the nose were easy to remove, but the rear ones are located inside the delicate jet pipe lip and it was impossible to clean these up without damaging the detail. It was while inspecting this area on the kit that I realised it differed from some drawings and photographs. Some references showed a slanted end to the jet pipe, like an F-86D's, whereas the model's tail ends vertically, like a Gnat's. I believe that the kit therefore represents the first prototype (Br 1001.01), and it was the second (Br 1001.02) that was fitted with the lengthened tail fairing.

Breguet later added fairings around the leading-edges of the wings in order to correct some pitching instability and to introduce area ruling. These are included and proved to be quite an ambitious casting. They cleaned up surprisingly well, although the fit wasn't good and some filler was required to blend them in. The intakes are not deep and there appear to have been splitter plates inside those on the real aircraft. Two lugs that could represent their supports are moulded onto the kit's fuselage, but no plates are provided.

The undercarriage bays have no detail whatsoever and there appeared to be more struts on the real aircraft than are supplied. I added two hefty brass supporting struts to prop up the rather flimsy undercarriage legs and fixed all firmly in place before painting. I placed the undercarriage doors by best guess, but still had a few unidentified components remaining at the end of the build.

Two vacform canopies are supplied on a single sheet. The moulding was much improved by a dip in Johnson's Klear but seemed slightly on the large size — the rear part fitted over the aircraft's spine rather than being flush.

Colour Options

The kit's decal sheet is printed in yellow and black, which supplies Breguet logos, aircraft names and some codes. National markings and tail flashes have to come from the spares box. A test confirmed my suspicions that the yellow is too translucent to be useful and I therefore rejected the possibility of building the first or second prototypes, electing instead for a 'What if?' National markings came from Carpena and tail flashes from an old FROG Mirage sheet. Other details, including the Normandie shield, came from an Alpha Jet sheet.

Conclusion

I was looking forward to building this kit, having heard good things about Dujin's inter-war civil aircraft kits. The Br 1001 has a place in history and Dujin should therefore be congratulated for producing a kit of this ancestor of the Jaguar. While never afraid of short-run kits of esoteric subjects, I found this one something of a battle, but am pleased with the final result, which conveys an impression of what a Taon might have looked like in Armée de l'Air service. The aircraft is quite attractive, resembling a Gallic Grumman Tiger, and would make a good subject for a 1/48 kit. Recommended to experienced modellers.

SAM

fault but it gives a peculiar bent look to the rear fuselage. Filling and rescribing would help, but would remove a lot of detail.

Colour Options

Standard Dark Green and Dark Grey camouflage was applied to all Typhoons, as were the usual recognition markings of Sky spinner and tail band and yellow wing leading-edges. However, Typhoons went through some radical changes in identification markings during their first few months in service owing to the need to differentiate them from the Fw 190. The first marks were chordwise yellow stripes on the wings and these are shown on the first option in the kit, which is R7698/Z-Z of the Duxford Wing in September 1942. This was Wing Commander Denys Gillam's aircraft and is well illustrated in most references on the Typhoon. The second option is another well-photographed aircraft, R7752/PR-G of 609 Squadron which was flown by Wing Commander Roland Beamont (mis-spelt Beaumont in the instructions, an error which is very common). Photos taken at different times show it with the yellow stripes above the wings, then black-and-white chordwise stripes under the wings, no serial number, full serial number, different underwing roundels etc. If you wish to model this West Riding Squadron aircraft then I suggest you check all the references you can get your hands on, pick a date, and build it as it was on that date. Whatever date you pick, note that the fin flash is a non-standard height as it was painted over the original, taller flash which had equal width bands of red, white and blue. Also the fuselage roundels should be 40 inches diameter on this aircraft.

The third option is very unusual, having a white nose and spinner, an identification mark which was used for a very limited time. This is R8893 of 182 Squadron which appears in a published photo with just black underwing stripes, dating it between late November and mid December 1942, after which time white stripes were added. I modelled this aircraft because of its stark contrast to the usual drab schemes of the period. The cannon fairings may have been painted white or yellow but this is not very clear on the photograph so I left them in camouflage. The squadron codes are in non-standard size letters which can be found on a small additional decal sheet, those on the main sheet being too big.

Conclusion

I rarely give anything other than a glowing recommendation for CMR kits as they are almost always close to perfection, but this one falls short of their usual standard. Problems with poor fit are found in even the best injection-moulded polystyrene kits and rectifying them is what modelling is all about, but the radiator outline error in particular is very disappointing because correction would involve some radical reworking of the area, as would correction of the tail.

If you want to tackle this kit then I strongly recommend a good set of references. Probably the most readily available is the Warpaint book on the Typhoon, but there are several others available and you can spend many hours flitting between them working out which of the many variations on the identity markings to use.

SAMI

Grumman Panther

TRUMPETER 1/48

BY JOHN BISSET

TECHNICAL DATA

Scale: 1/48	Kit No: 02833
Price: £18.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 119, Clear 6, Etched 1	
Manufacturer: Trumpeter	UK Importer: Pocketbond

This is an interesting kit of an aircraft from an evocative time that hasn't been well served in this scale recently. Trumpeter have made a neat kit which I enjoyed building, though there are a number of question marks about its detail accuracy.

Construction

The kit is finely detailed and moulded in pale grey plastic, which makes a pleasant change, as hitherto most kits of USN aircraft of this era that I've made have been moulded in dark blue. While that aids paint coverage, it also makes for more eyestrain. Some experts have criticised the style and quantity of surface riveting and panel detail presented. Perhaps it is somewhat overdone; I liked it because it made a slightly worn appearance easier to achieve and more believable.

The Panther was a big aircraft for a single-seat fighter, and this kit shows that off well. The portly fuselage necessary to house the RR Nene-derivative centrifugal-flow turbojet seems massive beside British aircraft of the same period, and its unusual lines, with an early attempt at a blended wing fuselage junction, are nicely portrayed. I have some doubts about the size of the air intakes. Comparison with photographs suggests that Trumpeter may have undersized these. I've found no evidence that the intakes were enlarged later, although some models had leading-edge fences added at the outer intake lip. Aircraft were changing rapidly on the production lines at this period, so it is difficult to establish precisely what the standard fit and variation of fit for an F9F-2P was. This kit moulds a tail bumper and keel strake not visible on some photos of early F9F-2 models. There is also an unusual kink under the tail which appears to be a late production change, though I haven't come across a reason for that yet. It also seems probable that Trumpeter have moulded the forward fuselage of the slightly longer F9F-5.

The kit as supplied includes the standard F9F-2 machine gun nose as well as the photographic version. I'm no Panther expert, however something slightly odd seems to have happened to the front profile of both noses, though I can't pin it down exactly. Both noses appear to have too high a centreline and their taper doesn't look quite right. It's subtle, but that is the snag for any mould maker. Not an easy job to make, very easy to criticise.

The moulding of this kit is clean and neat, and the plastic is fairly thin, which means that care is needed to get good cementing. Also, when handling the larger sections of wing and tiptank it is particularly easy to squeeze and crack joints. At times it felt as though a little internal bracing would help, as in vacform modelling. This helps reinforce that feeling of a large early jet, which was probably not very densely packed.

In keeping with the size of the aircraft, the cockpit is spacious. Unusually Trumpeter have supplied an etched brass instrument panel with dials detailed on a film that sits behind this. It's a nice touch, although I should have put another coat of white on the underlying panel to help show this up. I should also have detailed the side panels, which are fairly sparse as provided. I was surprised how large the blown canopy was, again a notable difference from contemporary British capability. The canopy bow shows a small amount of rake back, which may not be prototypically correct.

The moulding allows for wings to be rigged spread or folded, with nicely done joint pieces for either layout. Separate flaps are provided for the outer wings, however since the Panther had centre-section flaps which are not provided separately, this is a trap for the unwary. The airbrakes are also modelled in the open position, which I suspect was not a normal 'at rest' arrangement. I haven't found enough pictures to be sure on that, but decided that a little surgery would be sensible to close up my aircraft's brakes.

Because it makes a change and takes up less display room, I rigged the wings folded. To add interest I did fit some ordnance underwing, though I seriously doubt that weapons would be left rigged on a folded wing, even assuming that was within the design loads. The pictures I found of folded-wing Panthers showed the wing stowed position as significantly less than vertical, presumably for below-decks hangar clearance. This looks odd, but makes sense.

Conclusion

I liked this kit, though I found some of the detail and options disappointing. The inaccuracies and omissions will deter a few and challenge others to modify and add detail while learning more of this substantial Naval feline. Overall, recommended.

SAMI

A-10 Thunderbolt

ITALERI 1/48

BY SAM SCOLES

TECHNICAL DATA	
Scale: 1/48	Kit No: 2655
Price: £14.50	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 208, Clear 10	
Manufacturer: Italeri	
UK Importer: The Hobby Company	

The kit comes in a large box with five sprues moulded in light grey styrene. I was impressed with the excellent engraving on the wings and fuselage, although some areas have raised rivet detail. I was a little disheartened that the kit has no real detail in the cockpit, as all dials and instruments are on decals.

Construction

Assembly begins with painting the insides of the two fuselage halves, the instrument panel and rear bulkhead. The four-piece nosewheel bay came next. Care should be taken to align all the bay walls before attaching it to the lower fuselage. The instructions show that 30g of weight need to be added, but it requires more than this. As I was using lead shot (from diving weights) I needed to construct a box shape from plasticard to prevent it from becoming loose and rattling around. Despite using more than the recommended weight of ballast, my A-10 still turned out to be a tail-sitter.

The four-piece wings were next in the building stage and fitted together well with no gaps. In the instructions there is a choice of colours for the interior part of the wing structure depending on which decal option you choose. As I decided to have my A-10 with full armament I also needed to drill out six holes for the weapons pylons.

The engine assembly consists of 11 pieces. The nacelle interiors have first to be painted white. Next the turbine fans and exhausts are mounted onto one half of each nacelle before they are joined. There is a large step between the fans and inlets which is very tricky to fill and sand — it can be done but requires some work. Another problem is that the engine doors and inlets stand proud of the rest of the engine nacelle, requiring a lot of filling and sanding that results in all the raised detail being lost.

Next the fuselage, tailplane, wings and engines were glued together. These all fitted well with a minimum amount of filler needed. The gun and nose sections were attached and only a tiny amount of sanding was required to make them sit flush. I masked the canopy and fixed it with white glue. The canopy does actually work however with the cockpit details being decals, and thus not worth showing off, so I fixed mine in the closed position.

Colour Options

A coat of white primer was used in the wheel bays and once dry these areas were sprayed gloss appliance white then masked off. The airframe was then primed with grey primer (all paints coming from Halfords) and left to dry for 48 hours before a base coat of Humbrol 117 was airbrushed, followed by the camouflage colours, Humbrol 149 and Humbrol 125.

The decals are in good register and are easy to work with, although there was some silvering. Once the Klear had dried, a wash of Payne's grey oil paint thinned with turpentine was applied to the model and the excess removed using cotton buds.

Conclusion

This kit has good points and a few bad, such as the lack of detail in the cockpit, although this can easily be rectified with an aftermarket set. The mix of raised and recessed detail may be off-putting to some people. However, I enjoyed building it, and if you put in the work you will end up with a very nice looking model. I would definitely build another.

SAMI

Loire 130M Flying Boat

AZUR 1/48

BY ED JONES

TECHNICAL DATA	
Scale: 1/48	Kit No: 051
Price: £23.99	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 93, Resin 24, Clear 11	
Manufacturer: Azur	UK Importer: Hannants

This version of the Loire 130 was designed in the 1930s to fly from French capital ships as a naval spotter. Its sibling the 130C (Colonial) was strengthened for French Empire service and for use as a dive-bomber.

The kit arrived in a large lidded box with a painting of said aircraft being launched. The main parts are moulded in light grey soft plastic with a number of detailed polyurethane/resin parts, a sprue of commendably thin clear parts and a vacformed main canopy. Surface detail is really very good and the parts are all cleanly and crisply moulded with only tiny amounts of cleaning up needed.

Construction

The interior goes together relatively simply, but take some care when mounting things as it is not always completely obvious where parts go, and a few dry runs are needed just to make sure. The shape of this aircraft is not easy to replicate and Azur have done a great job with the fitting of the big wing to the fuselage via a clever U-shaped part, and the whole canopy, top deck and wing fit together very well. Some filler is needed on the top surfaces where the two fuselage halves mate together, and close attention during the gluing process will reduce this further. Filler is also needed between the top deck and the clear canopy as there is a little step here, but as the canopy roof is painted this is not a serious issue. Canopy fit is good and even the tiny downward facing 'window-lets' fit well into their position. The engine goes together easily but the top cover needs a bit of work to get it to the right shape and fit.

The only real issue I have with the model is the fixing of the tailplanes to the fin. Although the base of the elevator is moulded clearly onto the vertical tail it is incorrectly positioned, so that the horizontal tailplanes are too far forward as well as having no lugs for a positive fix. The floats and struts all went together well, but take your time with these as it is easy to get them out of alignment.

Colour Options

Three, all basically the same French Naval scheme of silver overall and black for the hull and float bottoms. I chose the aircraft based on the fast battleship *Strasbourg* as I liked the four-gun logo it wore. (*Strasbourg* was scuttled in Toulon Harbour in 1942.) The decals are commendably thin and thus a little fragile, but wrapped around the contours with no problem after some assistance from Micro Sol. They were perfectly registered and as excellent as the rest of the kit.

Conclusion

As you may have realised I liked this Azur kit very much. It has a precision and a finesse that helps capture the unusual shape of the original. A lot of thought and work has gone into this and detail like the excellent rear machine gun and the starboard cabin window and runners really lift it out of the ordinary. Although not a kit for beginners, it is, if one takes one's time, relatively straightforward to build. If a real expert got hold of it (rather than me) it could be turned into a truly excellent model. I can almost see it lifting off the blue Mediterranean and heading out to sea full of Frenchmen and a crate of burgundy. *C'est Magnifique!*

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Baltimore Mk V

AZUR 1/72

BY PAUL JANICKI

TECHNICAL DATA

Scale: 1/72	Kit No: 067
Price: £17.70	Decal Options: 2
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 86, Resin 23 Clear 9	
Manufacturer: Azur	UK Importer: Hannants

The only previous kit of the Baltimore I recall was the FROG offering that was later made available by Novo and maybe others since then. Compared to today's standards its tooling leaves a lot to be desired but with work could be made quite acceptable. This new kit has all the surface detail one expects these days, plus a number of alternative parts for other versions that have appeared under the Special Hobby label. Included among the plastic parts are the different rear gunner's apartments and fittings and smaller intakes for the versions not catered for in this particular issue. Resin parts include engines, wheels and undercarriage door hinges. Etched parts are not included, but the injected clear parts are sharp and crisply moulded.

Construction

The instructions suggest beginning with sub-assemblies for the cockpit, Martin gun turret and powerplants, and then the main components for the fuselage and wings. All these fit well but I have to question the location of the gunner's seat. It's not a big deal really as it is barely visible afterwards anyway. Fitting the wings is by butt-joints to roots on the fuselage. To reinforce the joints I drilled a pair of holes to each root and inserted spars from spare sprue. The tailplanes are also butt-joined but do not pose much of a support problem. The wheel bays have some internal detail, with the resin hinges for the doors adding a little more. On the whole, once the landing gear is in place, the whole area isn't too bad.

Final fittings deal with all the aerials including the 'towel rail' ones to each side of the fuselage. These (Parts 57) are resin and therefore very fragile, as I found out when trying to remove them from their casting blocks, and both became unusable and thus do not appear on the finished model. They could do with replacing with something more durable. The fit of the transparencies is good, but the rear edge of the nose piece for the bombardier/navigator needs careful alignment before final fixing.

Colour Options

There are only two, both Free French Air Force examples of GB1/17 *Picardie* based at Rayak, Syria 1945. The main differences are the overall paint finish. FW565/Q is in standard RAF Dark Green/Dark Earth/Sky with the code in red with white outline. The other is FW869/A in typical Western Desert Air Force colours of Earth and Mid-Stone with Azure undersides. Both have the Free French Cross of Lorraine on the fuselage sides with roundels on the wings. The fuselage emblems have a peculiar ring of dots surrounding them representing evidence of overpainting by the previous owners, and green squares for the fin covering the fin flash are included on the decal sheet.

The decals are very well printed and performed well with the usual decal solutions. I opted for the first aircraft as it seemed more unusual for that scheme to appear in the Middle Eastern theatre. I also think the effect portrayed by the fuselage markings works quite well, so Brownie points to the person who came up with this idea on a decal sheet!

Conclusion

I have to say I enjoyed this project and found the kit went together really well. I might like to do another in an RAF scheme that I saw in the Profile Publication of the Baltimore, but I know I parted with it some time ago. In hindsight...!

SAMI

Gloster Gladiator Mk I/Mk II

RODEN 1/48

BY MICK CONDRA

TECHNICAL DATA

Scale: 1/48	Kit No: 48438
Price: £16.99	Decal Options: 9
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 90	Manufacturer: Roden
UK Importer: Pocketbond	

This being the latest in a series of Glads, its component parts will be familiar to many. The package consists of a top-opening box containing five sprues (one clear), a decal sheet and a 12- page instruction sheet. Cockpit access doors can installed open or closed — a useful touch for those keen on 'office' interiors.

Construction

Unusually construction starts with a quite detailed Bristol Mercury engine, assembly of which needs care. Its fit within the cowling is very tight, so constant trial fitting and adjustment is required. I had trouble with the firewall to which the engine fixes, and in the end made another. I suspect this may have been my error and not the kit's!

The cockpit is quite well detailed with the instrument panel being a clear part with a reverse decal — quite effective. I found that with careful painting of the front a realistic finish could be obtained. The cockpit assembly is 'captured' as you join the two fuselage halves, which are an excellent fit. The undercarriage legs are not such a good fit, requiring filling. Wings install nicely and all control surfaces are separate. As with most biplane models I left the upper wing off until the painting had been completed, and at this point drilled locations for the rigging and control wires, for which the instructions provide a good diagram. For rigging I used stretched sprue superglued into the pre-drilled holes, then heat-taughtened. The whole model was then matt vanished and masking removed.

Colour Options

I choose to model 1401 Met Flight from RAF Bircham Newton, as the IPMS branch to which I belong is providing models of the aeroplanes that flew from there for their Memorial Room, which is open to the public by appointment and at certain days during the year. An interesting fact that emerged when I asked for information on these Gladiators is that some may have carried dinghy packs like those on the Sea Gladiator, and this is included in the kit.

Other options are a Mk II of 1402 Met Flight, Aldergrove, Northern Ireland in January 1945; a Mk I of G-704 Eskadrile, Lithuanian Air Force 1938-39; Mk I G709 of an unknown Soviet Air Force training unit on the Baltic Coast in 1941; MI I, *Black 427* of the Norwegian Army Air Service in April 1940; a J-8 of the Royal Swedish Air Force in 1941; a Mk I of the Latvian Air Force in 1937; Mk I G.30 of 1 Escadrille, 1 Groupe, Belgian Air Forces, Schaffen-Diest in 1938; and finally a Mk I of ErgGr(s) 1, Luftwaffe in the Baltic Region in 1942-43.

The decals are better than in Roden's earlier Gladiator kits, but some options were out of register on my sample.

Conclusion

I found it a tricky build but very rewarding. It is certainly not a 'shake-and-make' kit, but has some different options and is the best Gladiator kit in this scale to date. A bonus is all those unusual markings — A nice addition to any collection.

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Gannet T. Mk 2

TRUMPETER 1/72

BY COLIN PICKET

TECHNICAL DATA

Scale: 1/72	Kit No: 01630
Price: £12.99	Decal Options: 3
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 96, Clear 9	Manufacturer: Trumpeter
UK Importer: Pocketbond	

After years of waiting for decent Gannets (apart from CMR's excellent resin AS.1) at last we have Trumpeter's plastic Gannets upon us. First impressions are excellent, with finely engraved details on light grey plastic and a sprue of clear transparencies packed in a very stout box accompanied with detailed Tamiya/Hasegawa-style instructions and a glossy colour painting chart.

Construction

The cockpit is a little basic by modern standards, however there is already a wealth of aftermarket parts about for the previous Gannet AS.1 offering so it won't be long before there are bits around for this too. I dressed the seats up with some etched brass belts from my spares box but left the rest, as not too much can been seen anyway.

No mention is made of nose weight in the instructions, however with its tricycle undercarriage the Gannet needs some. I packed the area in front of the cockpit and above the nosewheel well with lead foil (I get mine from aquarium shops — it's used to keep weed at the bottom of the tank) but later found that I had not added enough and had to prise off the nose off and pack it with weight.

The whole kit went together well with no problems, just a very small amount of cleaning up and test-fitting being required to ensure things went as the should. The wings are aligned up by a double spar which does a brilliant job and was much easier than using my usual 'paint tin jig' method of lining things up. The tail surfaces slotted in very cleanly, my only mistake being to fit the finlets before painting, thus presenting myself with more of a challenge than necessary. There was a raised seam on top of the canopies which needed sanding off and polishing out with Micro-Mesh, and I found masking those bubble shapes a real pain. My advice is buy the Eduard mask set to do a decent job. I wish I had!

Colour Options

There are three options: XA515/24 at ETPS, Farnborough in 1958 in silver with a yellow identification band; XG888/770, a Day-Glo red and silver T.2 of 849 Headquarters Flight, Fleet Air Arm in November 1969 as shown on the box top; and UA+99 of MFG3 Federal German Navy in 1960. As I had managed to find a photograph of XG888 in the *Warpaint* book I decided that this

IL-2M Shturmovik

EDUARD 1/48

BY MIKE KING

TECHNICAL DATA

Scale: 1/48	Kit No: 8165
Price: £27.75	Decal Options: 4
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 96, Clear 8, Etched 36	
Manufacturer: Eduard	
UK Importer: LSA/Hannants	

This model is in fact the Accurate Miniatures kit which is excellent — beautifully moulded and intelligently engineered. The package has been 'Eduardised' and comes in their now standard orange-top box, packaged with a lovely fret of (mostly) pre-painted etched brass, a sheet of Kabuki tape masks and a beautifully printed and comprehensive decal sheet. The whole thing is finished off with an excellent glossy colour A4 instruction booklet which is a model of clarity.

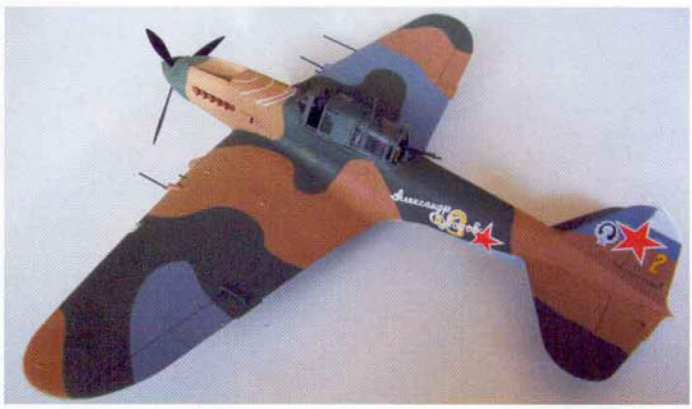
Construction

As usual construction starts with the cockpit, which is comprehensively detailed, and with the addition of the etched brass comes together as a stunning assembly (although there will be some who prefer to add a blob of white glue to the various control knobs). Take care as there is an error in the instructions which have misnumbered the rear gunner's bulkhead as Part 62, which is the bulkhead separating the pilot's cockpit from the fuel tank, and in fact it should be Part 64.

One other caveat regarding the interior is Part 84, the rudder control linkage, which runs from the pedals aft through the various bulkheads. The instructions show it in situ when you add the assembly to the central wing and before you encapsulate the whole lot into the fuselage. The way everything fits together I doubt very much you'll be able to finagle the whole lot together successfully, so I added the linkage after fixing the unit to the fuselage.

The undercarriage sponsons are possibly the weakest part of the kit as for some reason Accurate/Eduard have decided to mould them with the doors in-situ, which results in a rather solid look and some prominent ejector pin marks on the interior faces of the doors. There is a choice of wheels, and I went for the weighted ones which are subtly done.

The wing-mounted dust filter may be cut off and replaced with an etched brass version if you so wish. Although it looks a little complicated it was simplicity itself to roll and glue the etching and the effect is 100% better than the moulded plastic version.



The only other area where you need to exercise caution is in construction of the rear gun's ammunition feed belt. This is an etched part and needs great care in bending to shape and constant readjustments to get it to look right and fit between gun and ammo box. It does look great when in place, though! And my, wasn't the gunner a lucky chap with his ultra-comfy state-of-the-art leather strap in place of a seat. That must've been fun!

Colour Options

There are five options in all, although the winter distemper-painted version is shown only as a side-view on the front page of the instructions with a 'shout-out' list of decals to be used. Of the four fully catered for, two are in dark green and black, one in the summer scheme of dark green/earth/grey and one which is a mishmash of the two. All have light blue undersurfaces. All have those fantastic Cyrillic slogans so beloved of Soviet aircrews emblazoned down their fuselages.

I went for the temperate green/brown/grey version for a bit of a change (and also because it reminded me of the artwork on the old Airfix Shturmovik box top).

The decals are excellent, perfectly in register, very thin and nicely glossy. The usual caveat applies though, as they don't like being moved once they've grabbed hold of the surface.

Conclusion

What can I say? This is pretty much the perfect kit. It's not a quick build, but it holds no major vices and it gives real value for money, both in the parts and in the time you'll need to invest in its completion. I wouldn't recommend it to a novice, due to the etched brass and intricacy of that interior, but anyone with some experience shouldn't have any problems.

If you like WWII Soviet hardware go and buy one (or five to cover all decal options!), in fact even if that is not your bag, treat yourself to one anyway, you most definitely will not be disappointed. A perfect ten for the kit, and another for the sheer enjoyment it gave me!

SAM

had to be the subject of my build. It is depicted in the photograph in November 1969 with a Sky-coloured replacement bezel around the nose cannibalised from an AS.4, so I decided to represent this, as, if nothing else, it provides a talking point.

I first painted the Gannet black, then giving it two coats of Alclad Dark Aluminium before moving onto masking for the more colourful sections.

The Day-Glo red was more than a little challenge, as I could not trace anything suitable and the instructions give the colour incorrectly as Insignia Red. I decided to mix my own — a concoction of Gunze Sangyo H13 flat red and H98 fluorescent orange. Whilst not quite right, looks close enough to me.

The decals have little in the way of carrier film, but the roundels were a little woolly around the edges, so I replaced these with some from an Xtradecal sheet. I'm not too convinced about the size of some of the other kit decals either. Purists amongst you might want to change them.

Trumpeter have moulded the navigation lights as separate clear parts with small holes in the back edge to paint as bulbs and they look fantastic, saving a lot of time mucking about with a mini drill and lumps of Perspex. I did, however, manage to cloud up the landing lights when painting them so they do not look as crisp as they should.

The propeller (as Paul Janicki mentioned in his review of the AS.1/4) is depicted in the feathered position, but I cut off the mounting tabs and took reference from the Warpaint guide as to which way to pitch the blades.

Conclusion

I enjoyed this kit immensely. The fit of the parts was pretty good, with only a little filler needed, and it built quickly into a very decent replica of the Gannet T.2. Yes, it could use a little extra cockpit detail, and those seams on the canopies were a minor gripe, but it's the type of kit that builds well from the box for the beginner and could also be a super-detailed show winner! I recommend purchase of the *Warpaint* guide as it filled in the very few gaps in the instructions. Japanese manufacturers should be looking long and hard at Trumpeter as viable competition, as this kit is equal to many of the Far Eastern kits available, and on that basis I highly recommend it.

SAMI

Grumman F4F-3 Wildcat (Late)

TRUMPETER 1/32

BY MIKE WILLIAMS

TECHNICAL DATA

Scale: 1/32	Kit No: 02225
Price: £26.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic, Clear 12, Etched 26, Plastic 98, Rubber Tyres 3	
Manufacturer: Trumpeter	UK Importer: Pocketbond

In the usual sturdy Trumpeter-style box you get six sprues of grey plastic and one of clear, with a separately moulded clear plastic engine cowling. The detail on the parts is very well done with lots of finely engraved panel lines and rivets that are nicely recessed. It is surprisingly small for a large scale model. Also included are a sheet of etched steel and nine metal shafts for the hinges of the moving flying surfaces. There is a small acetate sheet for the instrument panel and a big, colourful decal sheet. The instruction booklet is well printed and easy to follow, with multilingual instructions as well as the usual pictorial diagrams.

Construction

The interior is great as regards details, but somewhat lacking in locating holes when fitting the side consoles, where it's all a bit vague. The floor and seat all fit nicely, as does the instrument panel with an acetate sheet for the dials. All the detail you need is there, it just needs some careful painting to add some realism and some seat straps that I added from foil with wire for the buckles. The gunsight proved problematic and after dry-fitting I decided it needed shortening about 2 mm so it didn't sit too far back in the cockpit.

There are no fewer than 41 parts for the engine itself, not including the bearers and firewall! I assembled it following the instructions closely, then simply airbrushed the main parts Aluminium and added a smoke wash to bring out the details. The cylinder head covers are a bit fiddly, but look good when done. The cockpit and engine sub-assemblies are then put into the fuselage as it is closed up. I don't know whether it was just mine or a feature of this kit in general, but the fuselage was a very tight fit around the cockpit and firewall and needed some serious clamping and being left overnight to cure fully.

Each wing has a pair of guns and gun bays that can be left open, although these are quite basic. The only other problems I found were that the cowling was a very tight fit around the exhaust outlets, but nothing a bit of sanding around the holes didn't solve, and the wing-to-fuselage joint was a bit iffy due to the small size of the wing location stubs that fit into the fuselage.

Colour Options

Only two are provided, both for US Navy aircraft during WWII. One is for the machine of Robert Glaer of VMF-244 at Guadalcanal in 1942, the other for a VF-6 aircraft aboard USS *Enterprise*, also in 1942.

Both are reasonably colourful, but I plumped for the first option. I used Tamiya paints throughout, and gave the whole thing some weathering in the form of a pre-shade and some panel washes and exhaust and gun port staining.

Conclusion

Mostly excellent, but with some minor niggles. The fuselage fit around cockpit and firewall is very tight and needs some persuasion, otherwise there will be some serious filling and rescribing to do. It's a relatively simple model out of the box and not beyond most experienced modellers, but not one for a complete beginner. I don't believe working control surfaces are necessary, but they do work if assembled with care. More decal options would also have been nice, as the two included are very similar and somewhat run of the mill. I would suggest that if you have never built a 1/32 scale model for fear of the size and amount of work that is often associated with bigger kits, try this as a first. It is relatively cheap for the amount of plastic you get and consequently very good value.

SAMI

Vickers Wellington Mk III

TRUMPETER 1/48

BY ANGELO PICARDO

Trumpeter has carefully packed 15 sprues of plastic, an etched fret plus other parts into a sturdy top-opening box. The clear parts are not only separately bagged, but are within another box inside. A small decal sheet and instruction booklet, along with a colour painting and markings guide, are also in the box. The main parts are moulded in light grey plastic and feature recessed panel lines and texture to represent the geodetic structure of the real machine. This is a revised tooling of

Trumpeter's Wellington Mk I and new fuselage, engines and transparencies replace the original parts.

TECHNICAL DATA

Scale: 1/48	Kit No: 02823
Price: £49.99	Decal Options: 2
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 521, Clear 30, Etched 13, Rubber 3	
Manufacturer: Trumpeter	UK Importer: Pocketbond

Construction

Assembly begins with the interior, which features all of the parts included in the Mk I, but this time most of it will not be visible as the fuselage lacks the full length transparency. Nonetheless, the cockpit is very well represented and more than adequate. All I added was an etched harness to the pilot's seat. There is an option for an open or closed bomb bay, with seven different bomb loads. Closing the fuselage is a bit tricky. There are a lot of parts that need to be aligned, and to ease things I glued the turrets in place rather than letting them rotate. I also masked the transparent areas of the turrets before installing them as it would be a very fiddly job later, especially with the vulnerable gun barrels.

The wings go together with no trouble at all and the main wheel wells are nicely detailed with etched walls and metal legs that required some clean-up of casting lines and flash. The wheels themselves feature rubber tyres that pop over a plastic hub. Flaps can be installed raised or lowered, but when lowered there are numerous ejector pin marks to be filled on their inside surfaces. The only real problem I experienced was in attaching the wings. Trumpeter provide stub spars that are attached to the fuselage sides, and the wings fit over these. I found that the wings would not locate properly, sitting too high on the fuselage, so I removed the spars and glued the wings directly to the fuselage, relying just on a butt-joint which proved to be a lot stronger than I thought it might.

The engines are nicely detailed, featuring both cylinders banks in full, but there is no way of displaying the engines without altering the cowlings. The kit includes two styles of airscrew depending on which scheme you model. The final stages of assembly are for the 30 individual bomb doors if you choose the 'open' option; a one-piece part is included if you don't.

Colour Options

Two sets of markings are provided, both in the standard Bomber Command night scheme. The first is for a 425 Squadron aircraft based in North Yorkshire in 1943, the second for a 115 Squadron machine at RAF Marham in 1942. The decals are well printed, in register and of good colour density, but a bit fragile, especially the squadron codes as Trumpeter have printed them with no carrier film in the centres of the letters. They settled down very well over the surface detail to give a painted-on look.

Conclusion

It is a cracking kit, no doubt about it. I built the Mk I and was more than happy to build this version. I like the representation of the surface texture of the geodetic structure, and studying contemporary photographs of Wellingtons I think it is a very accurate representation.

The only disappointment is that all that lovely interior detail cannot be seen when the fuselage is closed up. Highly recommended.

SAMI

Eurocopter Tiger UHT/HAP

REVELL 1/72

BY DAVID HOLMAN

One of the most eagerly awaited heli-kits of last year has finally arrived and what was promised at the Toy Fairs has not disappointed. The updated version of this important European attack helicopter has been extremely well represented in this newly tooled kit. There are two sprues in green plastic containing all the 116 main parts with their glorious recessed detail, while transparencies are nice and safe in a separate clear bag. The A5 instruction sheet is to Revell's usual format with colour references to their range of enamels. The decal sheet provides markings for three camouflaged German Army (*Heeresflieger*) options and two camouflaged French examples, all from the Franco-German Pilot School at Le Luc, Southern France in October 2006.

TECHNICAL DATA

Scale: 1/72	Kit No: 04485
Price: £6.99	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 116, Clear 10	Manufacturer: Revell

Construction

Construction starts inside the cockpit which is a reasonable looking representation of the real thing with detailed crew seats and controls. There are also some decals for the instrument panels and other areas. At Stage 2 you need to decide which version you wish to model as the remainder of the build sequence will reflect this. The UHT (*Unterstützungshubschrauber Tiger*) is the German production machine with the mast mounted sight (MMS) as depicted on the box art, and this was my choice, so the rest of this review is on building this particular variant. However, the French HAP (*Hélicoptère d'Appui et de Protection*) machine with the 30 mm nose cannon and Mistral air-to-air missiles is equally tempting.

The rest of the main assembly is fairly straightforward, although there are some delicate and fiddly detail attachments that are best left until the painting and decalling has all been done. I needed to apply a little filler only around the nose area, as the two halves of my review example didn't quite match up and required some work to get right. There is a multiple choice of weaponry in the form of Stinger, HOT and Trigat missiles, 68 mm rockets and 12.7 mm gun pods. Finally, the rotor details with their downdraft-tipped blades and mast-mounted sight are a great piece of workmanship, and accurate when compared to reference photos!

Colour Options

To finish the model I used Xtracrylix equivalents of the Revell colours for the two-tone green and anthracite camouflage finish for the German version. If there is one thing that really makes this kit, it has to be the decal sheet. Printed in Italy, the markings and stencils are very clearly numbered and of good register. There are a lot of stencils to apply to such a small model, so be prepared for at least an evening or two with your saucer of water and, in some cases, a magnifying glass!

Conclusion

I can highly recommend this as a good starter kit that is also a reasonably priced, highly detailed little model to satisfy the more experienced modeller. To accompany the Tiger, Revell have also promised us imminent release of the updated NH-90 tactical support helicopter. If the excellent tooling of the Tiger is anything to go by, this is definitely an event to which I am looking forward.

SAMI

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72137 – HUP2/HUP3	Available	7205 – Fi 156 Storch (Swiss Air service)	Available
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Nene, Seats

AIRES

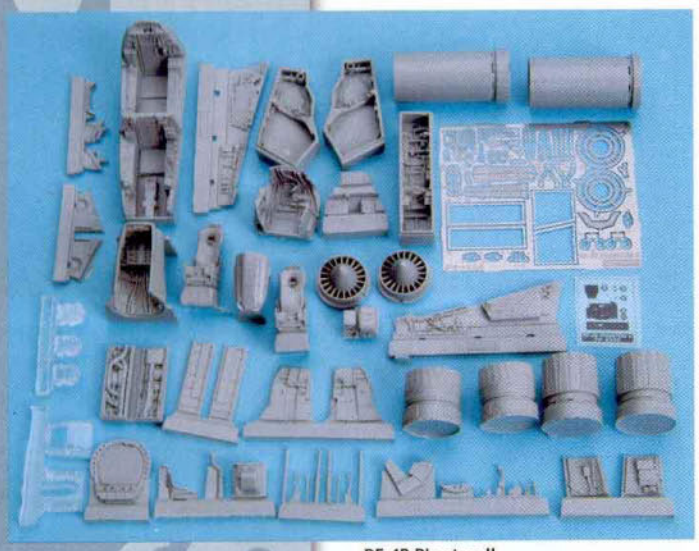
Every month a bewildering selection of etched brass and resin accessories is released by the aftermarket manufacturers. The interest generated by these is enormous, and while far more are probably bought and sold than ever actually used, the fascination they hold for the modelling public is sufficient to warrant serious attention from magazines such as this. *Scale Aviation Modeller International* has a policy of featuring every item received, and this section has become a first point of call for many modellers on the lookout for those optional extras to superdetail their kits.

Manufacturers are invited to submit their products, no matter how limited the run, for consideration in these pages.

Over the last few months Aires have produced a selection of sets for the Airfix Seafire, now in one of the two new 'super sets' we have all of these combined in one package that is cheaper than buying them separately. The other set is really jaw dropping, and again contains some previously released sets to super detail and I do mean *super*, providing upgrades for the Hasegawa RF-4B Phantom. As well as the usual cockpit, undercarriage bay and jet pipes you also get a stunning nose section with all the access doors opened to reveal the exquisitely cast cameras and plumbing within.

1/72

RD-45/Rolls-Royce Nene Engine
Product No: 7164 Price: £5.40
Designed for: N/A



RF-4B Phantom II

RD-45/Rolls-Royce Nene Engine

F-16D Fighting Falcon Cockpit Set
Product No: 7167 Price: £7.25
Designed for: Hasegawa

GRU-7A Ejection Seats
Product No: 7169 Price: £4.50
Designed for: F-14A Tomcat

F-15C/D Exhaust Nozzles (Late Version)
Product No: 7170 Price: £7.25
Designed for: Hasegawa

1/48

RF-4B Phantom II
Product No: 4330 Price: £31.50
Designed for: Hasegawa

F-15C Eagle Late Version Exhaust Nozzles
Product No: 4336 Price: £9.10
Designed for: Hasegawa

Seafire FR.46/FR.47
Product No: 4338 Price: £22.40
Designed for: Airfix

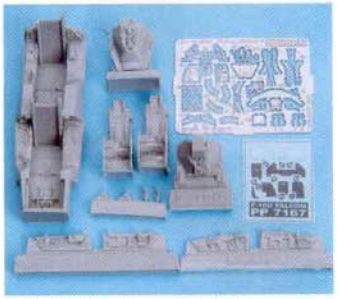
Conclusion

Though the super sets are the highlight of this month's releases, the F-15 jet pipes come a close second. The detail on these resin parts is far superior to anything that is possible in injection moulded plastic, and with careful painting will really draw the eye to an area of your model that often goes unnoticed.

Some prior experience is required to get the most of the more complicated sets, as the instructions supplied are minimal. This means some research is required to establish the paint colours needed to complete the model. The more basic sets are simple drop-in replacements that with careful painting will make your model stand out from the crowd.

These items can be purchased from both LSA Models and Hannants.

SAMI



F-16D Fighting Falcon Cockpit Set

F-15C Eagle Late Version Exhaust Nozzles

Cutter

GRIFHOLD

Just received from Little-cars.com is a new craft knife from American company Grifhold. This knife comes with a good quality metal handle that has a diamond pattern cut into the end of the knife to ensure a good grip. Supplied with the knife are six blades that are smaller and thinner than normal scalpel blades, with an angled cutting edge which will be perfect for removing raised cockpit detail in preparation for fitting resin or brass updates.

This knife set is available from www.little-cars.com for £5 plus post and packing, and we thank them for supplying the knife for us to review.

SAMI

Sharps' Safe

SWANN MORTON

Scalpel blades are dangerous. Most modellers can tell a tale or two about their near (or not so near) misses. Now bear in mind the poor dustman who picks up a bag of rubbish to find that carelessly discarded blade in his hand, and the subsequent worry for the future, as this type of blade is more usually associated with medical procedures than our hobby.

Help is at hand (no pun intended). Swann Morton now produces a 'sharps' box that not only safely stores up to 70 old scalpel blades, but also helps with safely detaching the blade from the handle, often a precarious procedure that results in the blade snapping. The device works by inserting the scalpel through a hole, then pressing down on the top of the box to detach the old blade and drop it into the container.

This is a very sensible addition to the workbench and we thank Little-Cars.com for drawing this product to our attention. It can be purchased from their stand at most major model shows or online from at www.little-cars.com for the princely sum of £1.00 plus post & packing — a trivial outlay for the safety it affords.

SAMI

Tiny Teeth

JLC

This Czech company has produced a simple razor saw that comprises a wooden handle to which is attached the saw blade which has two cutting surfaces, one on each side. The medium side's teeth are only *just* visible to the human eye, but the finer teeth are so small that you cannot see them. Each saw comes with a spare blade and though in appearance it looks more home-made than you may be used to, testing proves that this tool cuts through most plastics with ease and will be ideal for cutting away control surfaces, especially in the smaller scales.

The JLC Micro Saw is available from Little Cars.com who, as well as regular attendance at most major model shows, also have a large selection of useful tools for the modeller on their website.

Our thanks to Paul at Little Cars for supplying the review sample.

SAMI

Big and Brassy

EDUARD

The majority of Eduard's new releases this month are for larger aircraft. The brand new Revell Fw 200 Condor in 1/72 scale is treated to sets for the cockpit exterior and a very large set which enables you to drop the flaps.

From the latest to a real golden oldie, Tamiya's 35-year-old Lancaster, I must say this model is long overdue the Eduard treatment and they have really gone to town. All areas of the model are detailed but the highlights for me are the pre-coloured set for the cockpit and the two sets devoted to the bomb bay. If you want to use all seven sets it might be worth waiting for the inevitable 'BIG ED' set that will be released in a few months' time at a cheaper price than buying all the sets separately.

A new addition to the 1/48 range is a selection of RAF rank badges and medals to add to your pilot figure; with careful application these will look amazing as they are pre-coloured and personally I do not think I could paint Wing Commander epaulets in this scale, let alone miniature flight engineers' wings or a DFC or VC!

1/72

B-26B/C Marauder
Product No: CX 177 Mask Price: £4.99
Designed for: Hasegawa

F4U-1A Corsair
Product No: CX 182 Mask Price: £3.15
Designed for: Tamiya

Fw 200C Condor Interior
Product No: SS 284 Zoom Price: £3.70
Designed for: Revell

Fw 200C Condor Exterior
Product No: 73 463
Designed for: Revell
Price: £11.75

Fw 200C Condor Landing Flaps
Product No: 72 464 Price: £13.75
Designed for: Revell

MH-53E Sea Dragon Exterior
Product No: 72 466 Price: £11.75
Designed for: Italeri

Fw 200C Condor Interior
Product No: 73 284 Price: £13.50
Designed for: Revell

1/48

Vampire FB.5/Venom
Product No: EX 208 mask Price: £2.50
Designed for: Classic Airframes

Vampire T.11/Sea Venom
Product No: EX 209 mask Price: £3.70
Designed for: Classic Airframes

Martin B-57 Canberra
Product No: EX 210 mask Price: £4.99
Designed for: Classic Airframes

EE Canberra
Product No: EX 211 mask Price: £4.99
Designed for: Classic Airframes

Fairey Albacore
Product No: EX 212 mask Price: £3.70
Designed for: Special Hobby

Fw 190A/F Spinner Spirals
Product No: EX 505 mask Price: £3.70
Designed for: N/A

Fw 190D Spinner Spirals
Product No: EX 506 mask Price: £3.70
Designed for: N/A

Lancaster Interior
Product No: FE 371 zoom Price: £4.99
Designed for: Tamiya

Lancaster Seatbelts
Product No: 49 034 Price: £4.99
Designed for: Tamiya

RAF Ranks WWII
Product No: 49 043 Price: £4.99
Designed for: N/A

RAF Insignia and Medals WWII
Product No: 49 044 Price: £4.99
Designed for: N/A

Lancaster Interior
Product No: 49 371 Price: £15.50

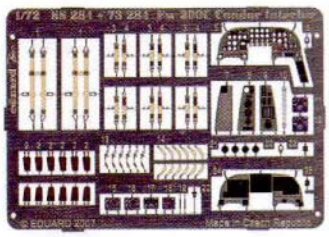
1/32

Lancaster Bomb Bay
Product No: 48 553 Price: £15.50
Designed for: Tamiya

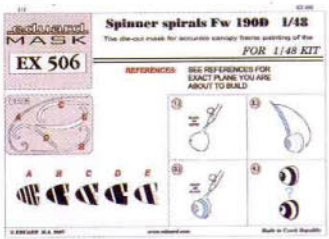
ACH-47A Chinook Exterior
Product No: 48 558 Price: £10.50
Designed for: Italeri

Lancaster Exterior
Product No: 48 564 Price: £15.50
Designed for: Tamiya

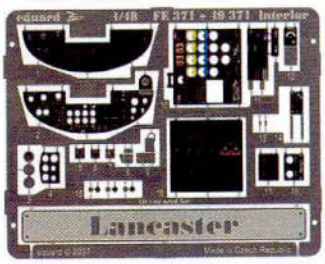
Lancaster Bomb Rack
Product No: 48 565 Price: £11.75
Designed for: Tamiya



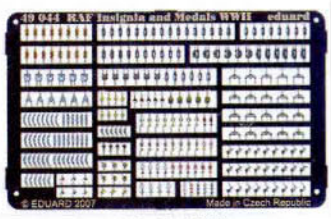
Fw 200C Condor interior



Fw 190D Spinner Spirals



Lancaster Interior



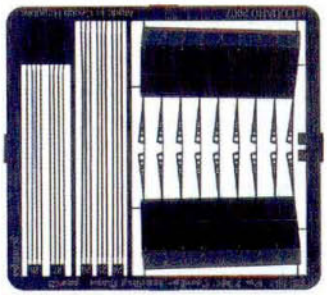
RAF Insignia and Medals WWII

Lancaster Landing Flaps
Product No: 48 563 Price: £15.50
Designed for: Tamiya

Fw 190A/F Spinner Spirals
Product No: JX 504 mask Price: £4.99
Designed for: N/A

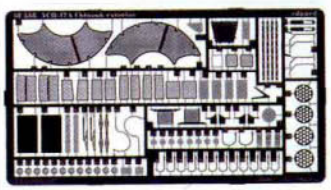
Fw 190D Spinner Spirals
Product No: JX 505 mask Price: £4.99
Designed for: N/A

Fw 190 Placards
Product No: 32 593 Price: £5.60
Designed for: Hasegawa

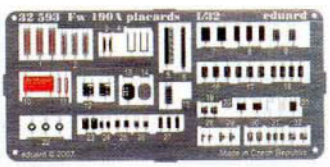


Fw 200C Condor Landing Flaps

RAF Ranks WWII



ACH-47A Chinook Exterior



Fw 190 Placards

Conclusion

The quality of Eduard brass is always to the highest standard and I like the way that they are continually looking for new applications for their talents like the badges and medal sets.

Eduard are also well known for releasing sets soon after a model arrives on the model shop shelves, but this month they have managed to produce a mask set for Classic Airframes Sea Venom, which as I write this is still at least a month away from being released.

In the UK these items can be purchased from LSA Models and Hannants.

SAMI

Barrels Exhausted

QUICKBOOST

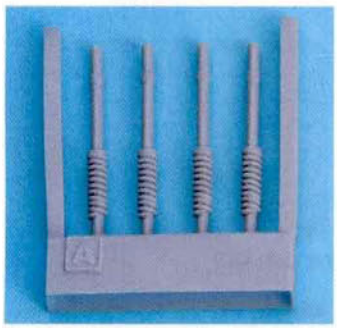
Quickboost believes in the adage "if it isn't broke, don't fix it", so this month we have more of their beautifully cast and inexpensively priced resin in all major scales. Though most of Quickboost sets just provide better detailed resin replacements for kit items, you also have sets like the Spitfire slipper tank which enables you to model an unusual variant without the need to scratchbuild.

1/72

P-61A Black Widow Gun Barrels
Product No: 72 082 Price: £1.99
Designed for: Dragon/Bilek

P-40N Warhawk Exhausts
Product No: 72 083 Price: £1.50
Designed for: Hobby Boss

Hawker Tempest Mk V Exhausts
Product No: 72 084 Price: £1.50
Designed for: Heller/Smer



Hurricane Mk IIC Cannon Barrels

F4U-1D Corsair Engine

F4U-1D Corsair Engine
Product No: 72 085 Price: £2.60
Designed for: Hasegawa

F-16D Ejection Seat with Safety Belts
Product No: QB 72 087 Price: £1.99
Designed for: N/A

B-26C Marauder Gun Barrels
Product No: 72 088 Price: £1.99
Designed for: Hasegawa

1/48

Messerschmitt Bf 109E Gun Barrels
Product No: 48 090 Price: £1.99
Designed for: Tamiya

F-117A Ejection Seat with Safety Belts
Product No: 48 093 Price: £2.60
Designed for: N/A

Messerschmitt Bf 109G/K exhausts

Messerschmitt Bf 109G/K exhausts

Spitfire Mk IX Slipper Tank (773-litre)
Product No: 48 094 Price: £2.60
Designed for: Hasegawa/Revell

Junkers Ju 87B Stuka Exhausts
Product No: 48 095 Price: £1.99
Designed for: Hasegawa

Hurricane Mk IIC Cannon Barrels
Product No: 48 096 Price: £1.99
Designed for: Hasegawa

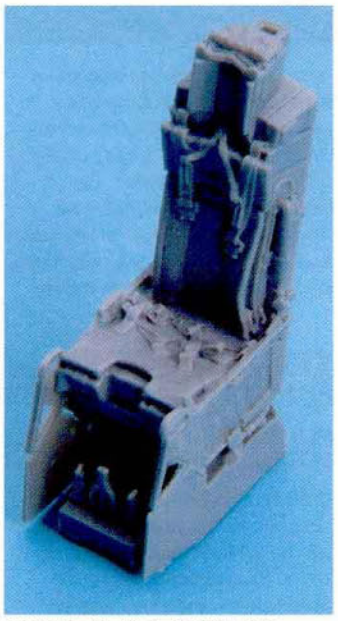
P-51D Mustang Undercarriage Covers
Product No: 48 097 Price: £2.60
Designed for: Tamiya

Messerschmitt Bf 109G/K Exhausts
Product No: 48 098 Price: £1.99
Designed for: Fujimi

1/32

Messerschmitt Bf 109G/K Exhausts
Product No: 32 024 Price: £2.60
Designed for: Hasegawa

Focke-Wulf Fw 190D Control Sticks
Product No: 32 025 Price: £1.99
Designed for: Hasegawa



F-117A Ejection Seat with Safety Belts

Conclusion

Those exhaust pipe sets make such a difference to the look of your completed models that I now routinely buy a set with every new kit. Unlike some resin sets there is only a minimal amount of cleaning up needed before use and this makes them suitable for all skill levels.

Our thanks to Quickboost for the review samples. These items are available from LSA Models and Hannants.

SAMI

Greenhouse Brass

RB PRODUCTIONS

Many *SAMI* readers will be familiar with the work of master modeller Radu Brinzan, most recently his amazing Ki-61 Tony produced in conjunction with MDC that was our main feature last month. Now he is launching his own range of accessories and decals under the banner of RB Productions, starting with this canopy set for the Messerschmitt Bf 109.

1/32

Bf 109 Canopy Set
Product No: RB-P32001 Price: £6.75
Designed for: Hasegawa/Revell

This set supplies a very complete opening canopy for the '109 in etched brass. This is suitable for '109Es, 'Fs and early 'Gs before introduction of the *Haube* canopy. Made up from 23 etched brass parts this set reproduces every detail of the real canopy and comes with very clear instructions which use a mix of text, drawings and black-and-white photographs to clearly illustrate the assembly process. This includes how to use fine wire to reproduce the spring that holds the canopy-retaining lanyard.

This set is not designed for newcomers to working with etched brass, but the quality of the etching, combined with the clear instructions, should make this set suitable for anyone with a little experience.

Conclusion

The quality of this set is first rate and will enable the average modeller to make a canopy that only a few years ago would not have been out of place on a Nationals-winning competition model.

Our thanks to Radu Brinzan for supplying the review samples which can be purchased from MDC's web shop or by telephoning them on 01773 513344. (And see Decals on p.442 for RB Productions' first decal sheet release.)

SAMI

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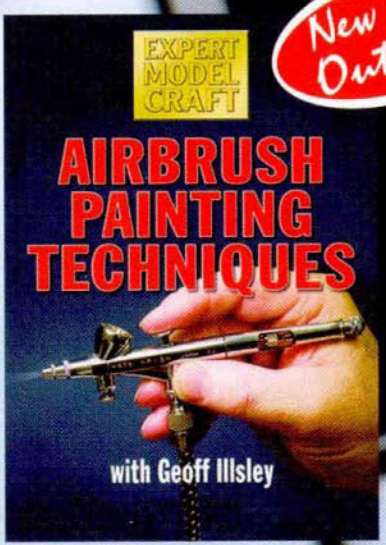

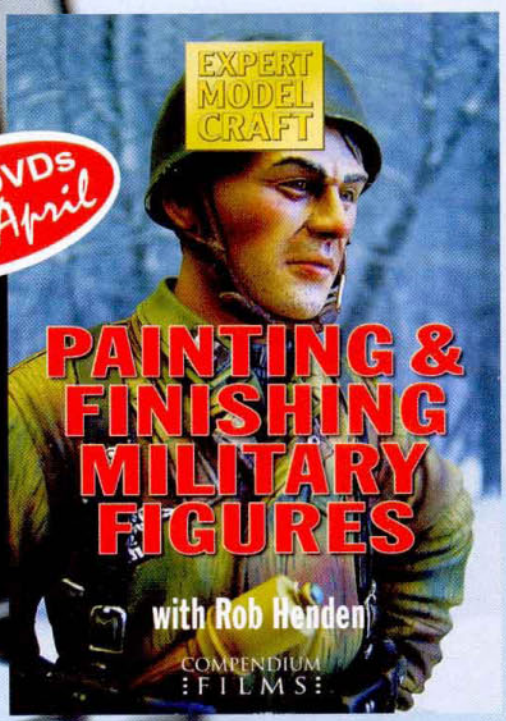

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Let's be civil about this

Aftermarket decal sheets are another of those crucial aspects of the hobby that excite such attention. Reviews of decal sheets received not only provide information on available products, but can act as a useful reference point in its own right.

Scale Aviation Modeller international recognises the importance to the modeller of all aftermarket products, and our commitment to featuring new releases of decals, kits and accessories is absolute.

All items received for review will be treated with serious and professional consideration.

S&M & SILVER FOX

The expansion of Mel Bromley's S&M Dec (SM prefix) and Silver Fox (SF prefix) ranges continues apace. Sheets are laser-printed and generally contain all necessary cheatlines, logos, titles, reg letters, flags, flight deck/cabin windows, passenger/baggage hold doors and emergency exits. All have overall carrier film and thus need careful trimming. Painting details and, where appropriate, kit modifications are given. Sheets are £8.99 each (except Highland Express Boeing 747 £11.99) and are available from The Aviation Hobby Shop in West Drayton, or direct from S&M, Breck Lodge, Roudham Rd, Harling Rd, East Harling, Norfolk NR16 2QN.

1/144

SF44-30 Boeing 737-800
Jet Airways VT-JGG
For Revell kit

SF44-34 Lockheed Super Constellation
Air Ceylon 4R-ACH
For Minicraft or the new Revell kits

SM44-210 BAC 1-11
Air Malawi 7Q-YKF
For Airfix kit with LGW Miniatures nose correction

SM44-220 BAC VC10
Middle East Airlines OD-AFA
For Airfix kit

SM44-237 BAC 1-11
Lanica AN-BBI
For Airfix kit with LGW Miniatures nose correction

SM44-276 Boeing 737-800
Excel Airways G-XLAA/B/C
For Revell kit

SM44-282 Vickers Viscount 800
National Airways ZK-BRE
For S&M kit

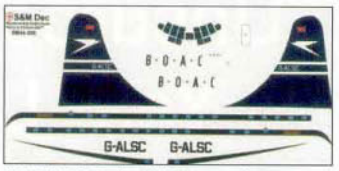
SM44-298 Boeing 707
British Eagle G-AVZZ, G-AWDG
For Revell kit

SM44-299 Boeing 707
British Caledonian G-TJAA
For Revell kit

SM44-303 Vickers Viscount 800
British United G-APKG, G-APTD
For S&M Models or Welsh Models kits

SM44-307 Vickers Viscount 800

SM-44-310 Boeing 377 Stratocruiser

SM-44-308 Boeing 377 Stratocruiser


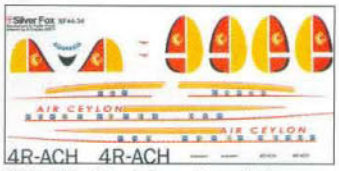
SM44-303 Vickers Viscount 800
British World G-BFZL
For S&M Models kit

SM44-305 Boeing 707-320
British Eagle G-ATZD
For Minicraft kit

SM44-306 Boeing 727-200
Dan-Air G-BHVT
For Airfix or Minicraft kits

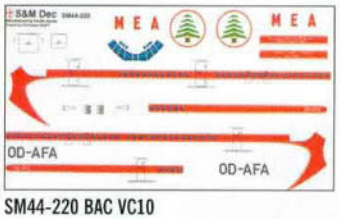
SM44-307 Boeing 727-200
Dan-Air G-BKAG
For Airfix or Minicraft kits

SF44-30 Boeing 737-800



SF44-34 Lockheed Super Constellation

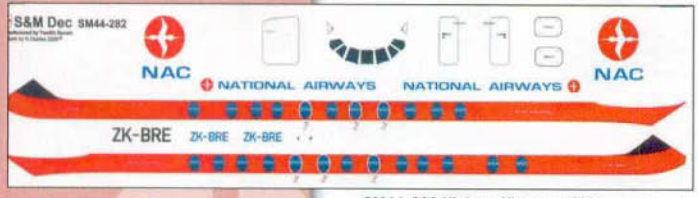
SM44-210 BAC 1-11



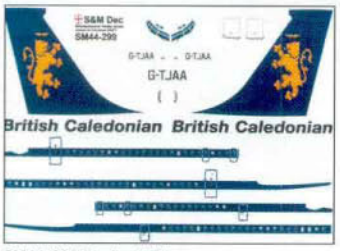
SM44-220 BAC VC10

SM44-237 BAC 1-11

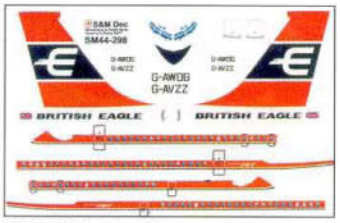
SM44-276 Boeing 737-800



SM44-282 Vickers Viscount 800

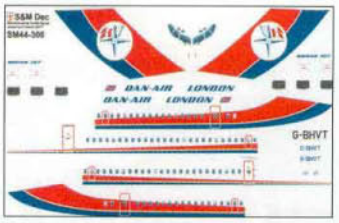


SM44-299 Boeing 707



SM44-298 Boeing 707

SM44-305 Boeing 707-320



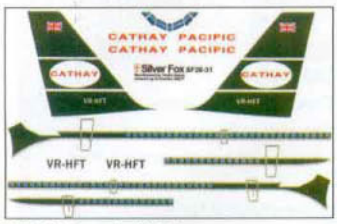
SM44-306 Boeing 727-200

SM44-309 Vickers Viscount 800

SM44-316 Airbus A320

SM44-318 Boeing 747-200

SF26-33 Convair CV880



SF26-31 Convair CV880

SM44-307 Vickers Viscount 800
Air Ferry G-AVHE, G-AVNJ
For S&M Models or Welsh Models kits

SM-44-308 Boeing 377 Stratocruiser
BOAC G-ALSC late 'blue tail' scheme
For Minicraft kit

SM44-309 Vickers Viscount 800
Arkia 4X-AVG
For S&M Models kit

SM44-307 Boeing 727-200

SM72-315 DHC-6 Twin Otter

SM72-66 Airspeed Consul and D.H. Dragon Rapide

SM-44-310 Boeing 377 Stratocruiser
BOAC G-ALSB early overall natural metal and G-ALSD 'white tail' schemes
For Minicraft kit

SM44-316 Airbus A320
British Mediterranean G-MEDA
For Revell kit with V2500 engines

SM44-318 Boeing 747-200
Highland Express G-HIHO
For Airfix or Revell kits

1/126

SF26-31 Convair CV880
Cathay Pacific VR-HFT
For Glencoe kit

SM96-251 Vickers Viscount 700

SM72-184 Junkers Ju 52/3m

SM44-303 Vickers Viscount 800

SF26-33 Convair CV880
Cathay Pacific VR-HFZ
For Glencoe kit

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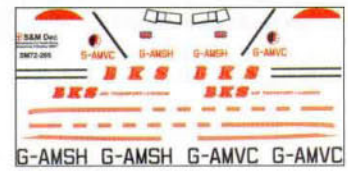
SM96-251 Vickers Viscount 700
Kuwait Airways 9K-ACD
For Hawk/Glencoe kit

1/72

SM72-66 Airspeed Consul and D.H. Dragon Rapide
Air Kruise G-AIUS and G-AESR
For FROG/Novo or Pavla Oxford (modified) and Heller/Airfix Rapide

SM72-174 Handley Page/BAe Jetstream

SM72-267 Douglas DC-3



SM72-265 Douglas DC-3

SM72-174 Handley Page/BAe Jetstream
Birmingham Executive G-OBEA and Birmingham European G-CBEA
For Airfix kit

SM72-184 Junkers Ju 52/3m
British European Airways G-AHOC/F
For Airfix, Italeri or Revell kits

SM72-265 Douglas DC-3
BKS Air Transport - London G-AMSH and G-AMVC
For Italeri kit

SM72-267 Douglas DC-3
Macedonian Aviation G-AMPO
For Italeri kit

SM72-315 DHC-6 Twin Otter
Spacegrand G-BGZP City of Belfast

SAM

African Able Dogs

ZOTZ DECALS

The latest release from Zotz covers the A-1 Skyraider's service in Africa. Did anyone use the Skyraider in Africa, you ask? Yes indeed. The French ordered 113 two-seat AD-4N night attack Skyraiders from the US Navy in 1956 and deliveries commenced in 1958. They were stripped of their specialised equipment and operated as conventional, daylight close-support aircraft. The Skyraiders had only a short career in Algeria, but nonetheless they proved to be the most successful of all the ad hoc COIN airplanes deployed there by the French. The AD-4Ns continued in active service until the late 1970s, and were heavily involved in the civil war in Chad, at first with l'Armée de l'Air and later with a nominally independent local air force staffed by French mercenaries. The aircraft also operated under the French flag in Djibouti and on the island of Madagascar. When France at last had no more use for the Skyraiders, the survivors passed to Gabon and Cambodia.

There are two model A-1 Skyraiders in production at the moment: the superb Tamiya 1/48 scale kit, and Hasegawa's similar quality model in 1/72. The only problem here is that these are both single-seaters. If you are modelling in the larger scale Cutting Edge have produced a 'non-armour' conversion as CEC48119 which also includes the side doors for the radar operator's compartment in the rear fuselage of the AD-4N. If you are modelling in 1/72 then you are on your own.

1/72

ZTZ 72-026 AD-4N Skyraider in Africa

All options are in natural metal with black areas around the forward fuselage. Each option has coloured trim on the tips of the wings and tail surfaces. One unusual feature is that three of the four Gabon aircraft have roundels of different colours.

The decals supply complete markings for all five aircraft, and include the large trims on the fuselage sides of the Gabon aircraft. Stencilling is supplied for one option but if you adapt the kit's stencils you can make all five.

1. AD-4N, BuNo 12719, 20.LL, Armée de l'Air. Lime green trim, large squadron badge on the nose.
2. AD-4N, BuNo 124143, FP, Gabon AF. Dark Green Trim, Shark mouth on centre line fuel tank.
3. AD-4N, BuNo 126956, FP, Gabon MP. Red Trim.
4. AD-4N, Gabon AF. Yellow Trim.
5. AD-4N, Gabon AF. Blue Trim.
6. AD-4N, Chad AF. Red Trim, national colours of blue, red and yellow on the rudder.

1/48

ZTZ 48-026 AD-4N Skyraider in Africa

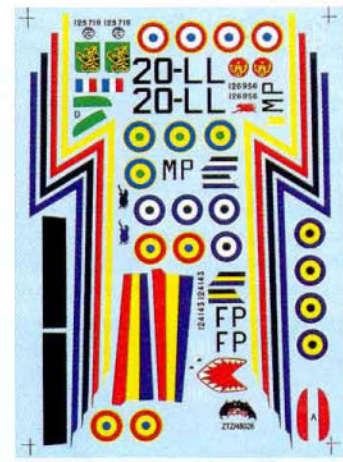
Identical to the previous sheet.

Conclusion

This is one of my favourite sheets of recent months as it combines some attractive markings for a little known user of the Skyraider, which just happens to be one of my favourite types. The only downside is the conversion work required to produce an AD-4N either by exercising some scratch building skills or by purchasing the expensive Cutting Edge conversion.

These decals were supplied by A2Zee on behalf of Zotz and can be purchased from their eBay store for £9.95 in 1/72 and £10.95 in 1/48. At present the A2Zee web site is under construction but if you visit it at www.a2zeemodels.com there is a link to the eBay shop alternatively A2Zee can be contacted by phone on 01506 461 790.

Our thanks to Alistair of A2Zee for supplying the review samples.



ZTZ 72-026 AD-4N Skyraider in Africa

SAM

What's the Buzz?

RB PRODUCTIONS

In addition to his brass canopy set for the Messerschmitt Bf 109 (see Accessories, p.438) Radu Brinzan has released his first decal sheets, dedicated to Bf 109s flown by top Rumanian Ace Constantin 'Bazu' (*Buzz*) Cantacuzino. The sheets are available in 1/72, 1/48 and 1/32 scales.

Capitan Aviator (R) Constantin 'Bazu' (Buzz) Cantacuzino Romania's Highest Scoring Ace

1/72 scale RB-D72001 £5.65
1/48 scale RB-D48001 £6.95
1/32 Scale RB-D32001 £8.50

This sheet supplies markings for five Bf 109s flown by 'Bazu' and all are in interesting markings that will stand out on your display shelf. The instructions are in full colour and clearly show the colours used and the areas of overpainting applied to their former German markings before the addition of the Rumanian crosses. The text is very informative and goes into great detail of the historical significance of each scheme, which adds interest to your modelling.

- 1. Messerschmitt Bf 109G-2 W/Nr unknown/*White A*, 7th Fighter Group. This aircraft was flown by 'Bazu' during the spring/summer of 1944 on the Eastern and Home Defence fronts. It had the standard RLM 14/75/76 scheme with the fuselage overpainted in a tight mottle of RLM 02, and yellow fuselage band and theatre markings under the nose and on the lower wingtips.
- 2. Messerschmitt Bf 109G-4 W/Nr 19607/*White 24*, 7th Fighter Group. This aircraft was flown by 'Bazu' during the summer of 1943 and while flying it on 16 August 1943 he scored three confirmed and one probable victories in one day. This, and the following aircraft, are in the standard scheme with the German markings overpainted in RLM 02 and Romanian crosses added.
- 3. Messerschmitt Bf 109G-2, W/Nr unknown/*White 20*, 7th Fighter Group. This aircraft was flown occasionally by 'Bazu' in 1943 when escorting Ju 88 bombers. Only a blurry photo of it exists. Upper wing camouflage may be similar to that of *White 24*.
- 4. Messerschmitt Bf 109G-6 W/Nr 166139/*White 31*, 9th Fighter Group. This aircraft was flown by 'Bazu after 23 August 1944 on a diplomatic mission from Bucharest to Foggia in Italy. In *White 31* 'Bazu' carried Lt Col James Gunn III, the highest-ranking American POW in Romania, who was to arrange the transfer of American POWs to safety. For this flight, which was planned in extreme secrecy, the aircraft was fitted with an external fuel tank, the radio was removed and some control cables were re-routed to make space for the passenger. The aircraft was hand-decorated with inaccurate 'American' markings in such haste that the paint was not even completely dry on take-off. The flight took two hours and five minutes. Due to refuelling problems the *Gustav* remained in Italy, while 'Bazu' returned that same day to Bucharest in a P-51B Mustang following cursory verbal 'training' on the American machine. This aircraft is in the standard scheme with an RLM 71 tail band and large, crudely applied American markings on wings and fuselage.
- 5. Messerschmitt Bf 109G-2 W/Nr unknown/*White 4*, 7th Fighter Group. While flying *White 4* on 29 June 1943 'Bazu' shot down two Soviet Spitfires Vs. This aircraft was in an early scheme normally associated with '109Es — overall RLM 71 uppersurfaces with either RLM 65 or RLM 76 below.

Conclusion

These decals are impressive, with those temporary US markings for *White 4* being extremely well printed, even including the flaws and rough brushwork of the originals! Next up from RB will be more sheets covering unusual Romanian aircraft, and if they are all to this standard I can feel another theme in my collection coming on.

Our thanks to Radu Brinzan for supplying the review samples. These decals can be purchased from MDC's web shop or by telephoning them on 01773 513344.

SAMI

Gannets Galore

XTRACDECAL

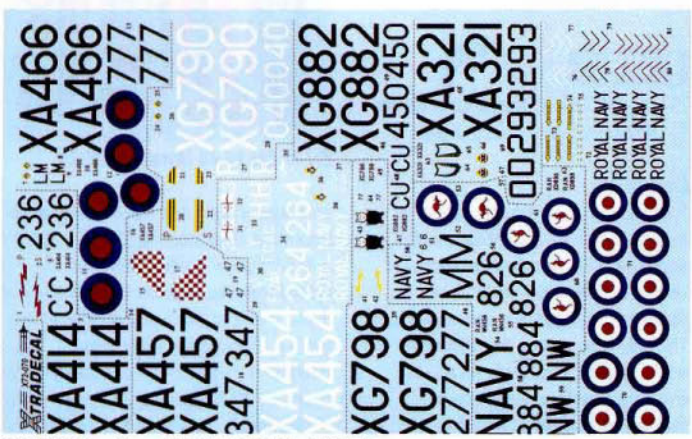
The latest Xtradecal sheets includes one designed for the new Trumpeter Gannet kits and supplies markings for multiple versions, some of which may require conversion work. The second new sheet is a selection of stencilling for modern RAF aircraft and includes modern RAF roundels.

The instructions are clear and well presented, with the Gannet sheet including colour drawings which well illustrate the attractive nature of these schemes applied to what must be one of the most unattractive aircraft ever to fly from a carrier.

1/72

X72-070 Fairey Gannet AS Mk 1, COD Mk 4, T Mk 5

- 1. Gannet AS.4 XA414, 810 NAS, FAA, HMS *Centaur*, 1960.
- 2. Gannet AS.4 (COD) XA466, HQ Flt. 849 NAS, FAA, RNAS Lossiemouth, 1977.
- 3. Gannet AS.1 XA457, 825 NAS, FAA, RNAS Culdrose, 1957.
- 4. Gannet COD.4 XA454, HMS *Victorious*, FAA, 1964.
- 5. Gannet COD.4 XA454, A Flt, 849 NAS, FAA, HMS *Hermes*, 1964.
- 6. Gannet ECM.6 XG798, 831 NAS, FAA, RNAS Culdrose, 1963.
- 7. Gannet ECM.6 XG798, 831 NAS, FAA, RNAS Culdrose, 1963.
- 8. Gannet T.5 XG882, HQ Flt, 849 NAS, FAA, RNAS Lossiemouth, 1964.
- 9. Gannet AS.1 XD898, 816 NAS, Royal Australian Navy, HMAS *Melbourne*, circa early 1960s.
- 10. Gannet AS.1 WN456, 724 Sqn, Royal Australian Navy, Nowra, NSW, 1960.
- 11. Gannet AS.4 XA321, HQ Flt, 815 NAS, FAA, HMS *Ark Royal*, 1956.



X72-070 Fairey Gannet AS Mk 1, COD Mk 4, T Mk 5

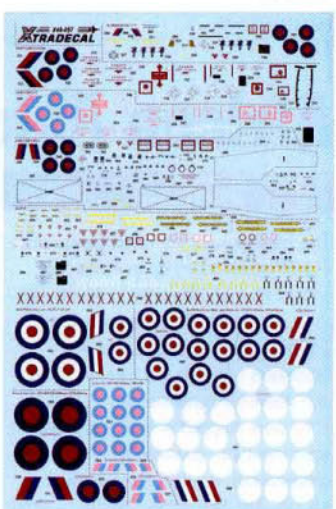
1/48

X48-057 Stencil Data, Roundels

- Harrier GR.5/7, Tornado F.3, Tornado GR.4, Hawk

Conclusion

Xtradecal tend to produce sheets for aircraft that will be particularly welcomed by British modellers. With the extensive Gannet sheet they have produced decals for an aircraft that I think is unlikely anyone else will tackle.



X48-057 Stencil Data, Roundels

The modern RAF stencils will also be welcomed by many, and will enable you to utilise fully the squadron markings on some of Xtradecal's other sheets. Next up will be two 1/72 scale sheets for British-based USAFE Phantoms and foreign Meteors, and in 1/144 scale we will have a selection of markings for RAF bomber and fighter Tornadoes.

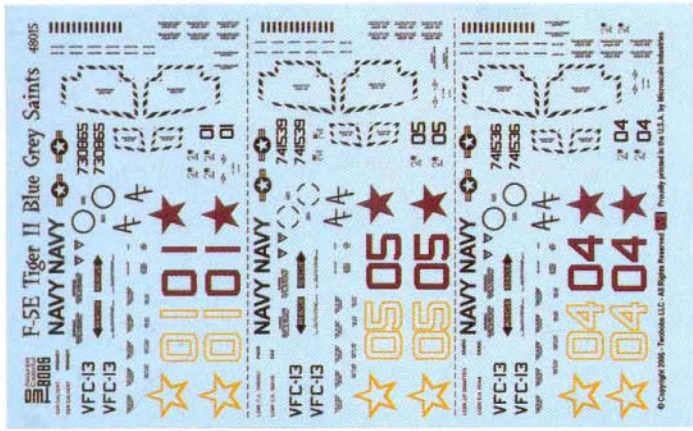
Our thanks to David Hannant for the review samples. Naturally, these sheets can be purchased from both branches of Hannants.

SAMI

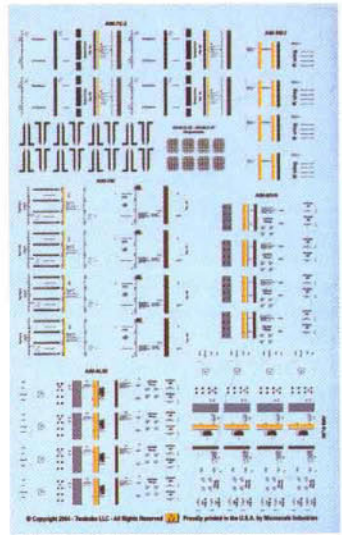
Raptors, Tigers and Nighthawks

TWOBOBS DECALS

The latest release from Twobobs is a mix of brand new subject matter and some welcome reissues. The reissues include two of Twobobs earliest sheets for the F-5E Tiger II in attractive *Aggressor* markings, and one of their useful weaponry sheets that supplies complete stencilling and bands for nine versions of the Sidewinder air-to-air missile. The new sheets are for predominantly grey aircraft, starting with the USAF's latest fighter, the F-22 Raptor, which is now entering operational service. The aircraft here are flown by a group of pilots known as the 'Mere Mortals', as they are the first non-test pilot or Fighter Weapons School graduates to fly the Raptor. From a type that is just entering service to one in the twilight of its career — the F-117A stealth fighter. This type has been tested in a number of grey schemes and Twobobs' latest sheet includes two grey aircraft as well as two in the more usual black scheme. Saving the best till last is a colourful F-16 from last year's *Tiger Meet of the Americas*. This jet has some very attractive tail artwork which is assembled from multiple layers of decals and is certain to be a highlight of your model shelf.



TB48015 F-5E Tiger II 'Blue/Grey Saints'



TB48-086 US Air-to-Air Missile Markings

1/72

TB72-059 F-22A Tyndall's Raptors

This sheet supplies markings for three Raptors finished in identical FS 36176/36251/36375 greys schemes.

1. F-22A 02040, 325 FW, July 2006.
2. F-22A 02018, 325 FW, July 2006.
3. F-22A 02034, 325 FW, July 2006.

1/48

TB48-014 F-5E Tiger II VFC-13 'Desert Cats'

This sheet provides markings for three uniquely coloured desert scheme F-5Es. FS numbers are provided, but some mixing of paints will be required as a number of these are non-standard.

1. F-5E *Red 02*, VFC-13. Green over tan splinter scheme.
2. F-5E *Red 03*, VFC-13. Cream/brown camouflage pattern.
3. F-5E *Red 23*, VFC-13. Green tiger stripes over sand.

TB48015 F-5E Tiger II 'Blue/Grey Saints'

More unique colour schemes, this time in shades of grey and blue. Once again some paint mixing will be required.

1. F-5E *Red 04*, VFC-13. Dark grey tiger stripes over medium grey.
2. F-5E *Red 05*, VFC-13. Light grey/light blue/dark blue patches.
3. F-5E *Red 01*, VFC-13. Light blue/dark blue splinter pattern.

TB48-086 US Air-to-Air Missile Markings

AIM-9B/D/G/J/L/M
AIM-7E-2/M

TB48-126 F-22A Tyndall's Raptors

As TB72-059 as listed above.

TB48-133 F-16C 2005 Tmota Co ANG

F-16C Block 30, 140th Fighter Squadron Buckley AFB, CO, September 2006.

TB48-134 F-117A Silver Anniversary Bandits

1. F-117A 49th FW/OG, August 2006. Overall black scheme.
2. F-117A 7th FS/CC, August 2006. Overall black scheme.
3. F-117A Det 1/53rd TEG, August 2006. Overall dark grey scheme.
4. F-117A Det 1/53rd TEG, August 2004. Dark and light grey scheme.

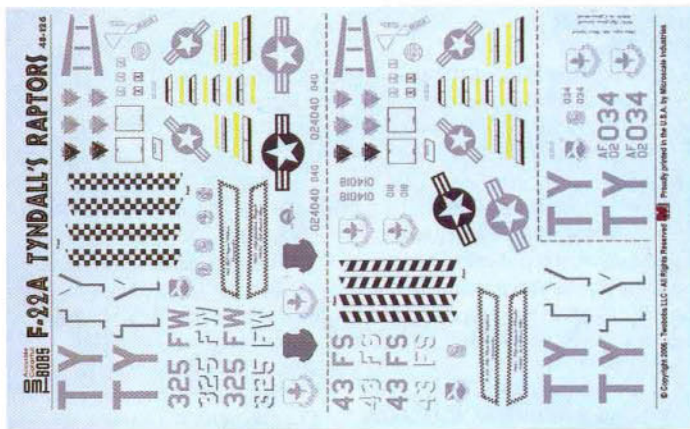
Conclusion

All of these sheets are up to Twobobs' usual high standards, which includes their excellent instruction sheets that supply clear artwork and a number of thumbnail photographs of details on the real aircraft. Though the F-16 sheet is for me the highlight I am also pleased that Twobobs are reissuing some of their most popular older sheets, as many modellers will have missed these first time around.

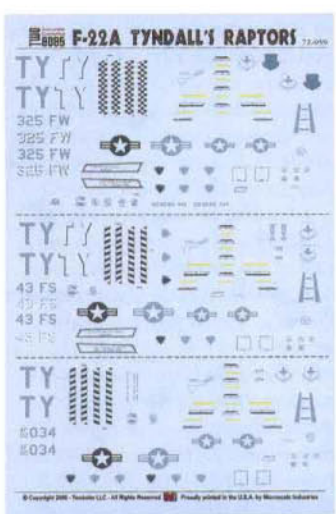
These sheets also raise the question, why has no kit manufacturer released a production-standard Raptor in any major scale. Come on guys, I need a reason to use these markings!

Our thanks to TwoBobs for supplying their new sheets, which can be purchased online at www.twobobs.net or from both branches of Hannants.

SAMI



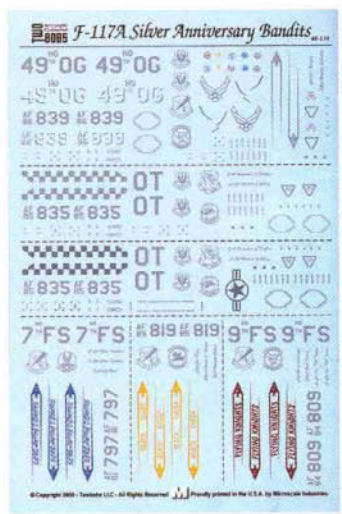
TB48-126 F-22A Tyndall's Raptors



TB72-059 F-22A Tyndall's Raptors

TB48-014 F-5E Tiger II VFC-13 'Desert Cats'

TB48-133 F-16C 2005 Tmota Co ANG



TB48-134 F-117A Silver Anniversary Bandits

All Greek to you?

ICARUS DECALS

The Greek Air Force has been neglected by most decal manufacturers, despite operating an interesting selection of types over the years. Not surprisingly, Greek manufacturer Icarus are rectifying this omission and their latest sheets cover some important aircraft such as the F-84F Thunderstreak and F-102 Delta Dagger, types that you do not see made up on model show tables very often. Also released this month are some very colourful anniversary schemes applied to the Mirage F.1, F-5A Freedom Fighter and RF-4 Phantoms, plus some very useful stencil sheets.

1/72

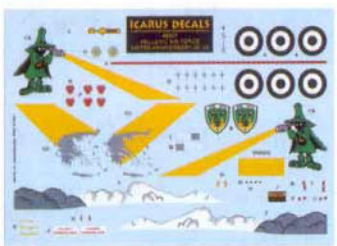
IC72003 RF-4E Phantom 348 TRS Anniversary

Though this Phantom looks to be painted in German Norm 83 Luftwaffe scheme the pattern and paint colours are different, the tail is painted in two sections — night and day — with the 'Phantom Spook' standing on a mountain top using a telescope. A yellow beam runs from the end of the telescope and along the rear fuselage. Large squadron badges are featured next to the national roundel on the fuselage sides.

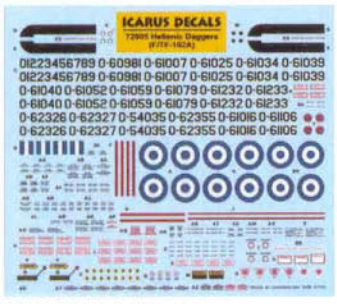
- 1. RF-4E, 7519, 348 TRS, 110 CW, Royal International Air Tattoo, RAF Fairford, June 2005.

IC72004 Colourful Mirage F.1CGs

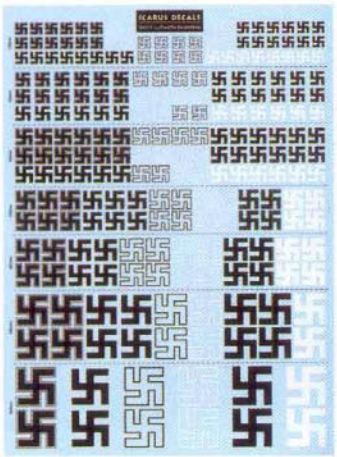
This sheet provides markings for two Mirage F.1s. The most colourful has a mix of yellow and blue fuselage plus a red anti-glare panel and wings, with a large Greek flag along the fuselage sides. The second machine is in overall grey with added red trim, plus part of the Hellenic roundel on the tail with the badge of 334 Squadron — which had been disbanded a few years earlier — on the tail.



IC72003 RF-4E Phantom 348 TRS Anniversary



IC72005 Hellenic Daggers



IC72006 Luftwaffe Swastikas

- 1. Mirage F.1CG 115, 342 Squadron, 114 CW, Tanagra AFB, 2003.
- 2. Mirage F.1CG 129, 342 Squadron, 114 CW, Tanagra AFB, 2003.

IC72005 Hellenic Daggers

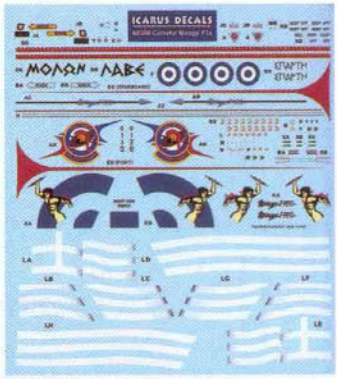
This sheet provides very complete markings for the Delta Dagger in both single-seat fighter and two-seat trainer variants; for the latter you will need to use some conversion skills. The aircraft are painted in two schemes, either overall light grey or the three-colour tan and green SEA camouflage.

- 1. F-102A (0-61106), 342 AWS, 114 CW, 1970.
- 2. F-102A (0-61233), 342 AWS, 114 CW, 1971.
- 3. F-102A (0-61052), 342 AWS, 114 CW, 1972.
- 4. F-102A (0-61040), 342 AWS, 114 CW, 1973.
- 5. F-102A (0-60981), 342 AWS, 114 CW, 1974.
- 6. F-102A (0-61007), 342 AWS, 114 CW, 1975.
- 7. TF-102A (0-62355), 342 AWS, 114 CW, 1975, was the only aircraft fitted with the Case XX wing. She is now on static display at the HAF Museum, Dekelia AFB, Athens.
- 8. TF-102A (0-54035), 342 AWS, 114 CW, 1977. The aircraft is also now on static display at the HAF Museum.

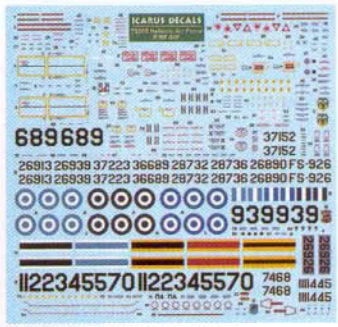
IC72006 Luftwaffe Swastikas

Due to the ban on the swastika in some countries many kits sold in Europe do not have the insignia on their decal sheets. This sheet contains a selection of different style swastikas in 250 mm, 300 mm, 350 mm, 400 mm, 480 mm, 650 mm and 800 mm. These are suitable for most sizes of Luftwaffe aircraft except the very smallest like the Me 163, and at the other end of the scale the very large like the Me 323 *Gigant*.

IC72007 343 Squadron Anniversary F-5A 'Star'



IC72004 Colourful Mirage F.1CGs



IC72008 F/RF-84F Hellenic Air Force

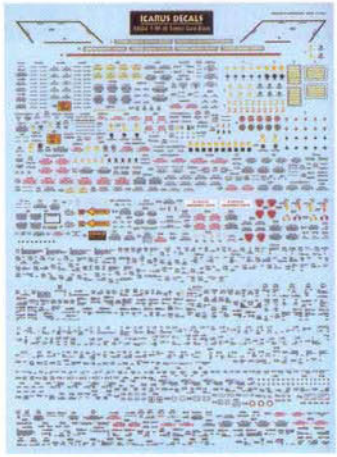
IC72007 343 Squadron Anniversary F-5A 'Star'

Another colourful anniversary scheme, this time for the Northrop F-5A. The airframe is painted in two shades of blue — dark midnight blue for the rear fuselage and wings and light blue from the cockpit forwards. Onto this base colour you have a large set of white wings with an equally large yellow star on the fuselage sides and across the undersides of the wings. Added to this are some white and yellow stripes, which are carried on the wing upper surfaces and across the nose.

IC72008 F/RF-84F Hellenic Air Force

- 1. F-84F (26939), 339 FBS, 117 CW, 1960.
- 2. F-84F (26926), 339 FBS, 117 CW, 1958.
- 3. F-84F (37152), possibly of 340 FBS, 115 CW, Souda AFB, 1963.
- 4. F-84F (37223), squadron unknown.
- 5. F-84F (36689) in 'TAC' camouflage scheme, squadron unknown, 1980.
- 6. F-84F (26913), 340 FBS, 115 CW, Souda AFB, 1961.
- 7. RF-84F (28736), 348 TRS, 110 CW, Larissa AFB, 1983.
- 8. RF-84F (7468), 348 TRS, 110 CW, Larissa AFB, 1956.
- 9. RF-84F (28732), 348 TRS, 110 CW, Larissa AFB, 1967.

This sheet supplies marking for no fewer than nine F-84Fs in a variety of finishes including six in natural metal with varying amounts of coloured trim. Two examples are in a SEA scheme of tan and greens and the final option is in a NATO scheme of green/grey over light grey.



IC48004 F/RF-4E Stencil Data Black

1/48

IC48004 F/RF-4E Stencil Data Black

IC48007 RF-4E Phantom 348 TRS Anniversary

Same as 72003 as above.

IC48008 Colourful Mirage F.1CGs

Same as 72004 as above.

IC48009 Hellenic Daggers

Same as 72005 as above.

IC48010 Luftwaffe Swastikas

Same as 72006 as above.

IC48011 343 Squadron Anniversary F-5A 'Star'

Same as 72007 as above.

IC48012 F/RF-84F Hellenic Air Force

Same as 72008 as above

1/32

IC32006 A-7E Corsair II Stencil Data

Conclusion

All of these sheets are well printed and the instructions are wonderful, using informative text and full colour plans. A bonus on the anniversary scheme sheets is a selection of colour photographs that will be a great aid to masking and painting these complicated schemes.

Using these decals you will be adding something a bit unusual to your model shelf, and in most cases this will mean finally getting around to building some of the those older kits from your loft insulation!

Our thanks to Icarus Productions for supplying the review decals. In the UK these are available from Hannants, while in their native Greece they are distributed by the Modelistis Hobby Shop, 9-11 Argolidos Str, 11523 Athens.

SAMI

LSA Models

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New and recent items

Kit of the Month

Eduard 1/48 Fw 190A-8/R-2 Royal (R0004)

Eduard

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49376 P-39Q/N Airacobra (has) £8.75

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72455 MH-47E Chinook ext (rev) £11.50
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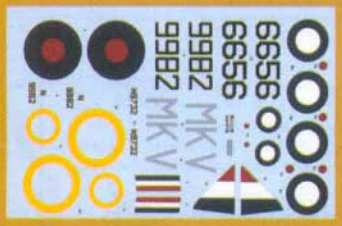
BUSES 222, U3, 727 pass the top of Horton Road. Only 2 minutes walk from West Drayton (BR) Station. Ten minutes drive from Heathrow Airport.

BUILD **1/48**

BY **DAVID BATT**

Avro Anson Mk 1 late

Scale: 1/48	Kit No: 4118
Price: £37.50	Decal Options: 2
Panel Lines: Recessed	
Status: Revised Tooling	
Type: Injection Moulded Plastic	
Parts: Plastic 49, Clear 15, Resin 61, Etched 38	
Manufacturer: Classic Airframes	
UK Importer: Hannants	



Faithful Annie

David Batt gets to grips with a kit he's been anticipating for a decade: Classic Airframes' Avro Anson Mk I

Yes, it's true. I've been awaiting this release since I built my first Classic Airframes kit — the originally released Fiat CR.42 — a decade or more ago. Few can match CA for their reproduction of a fabric-covered airframe, and the amount of exposed interior detail that an early Anson offers lends itself to the precise nature of resin casting, the use of which is another distinctive feature of their kits.

The Anson is an important type that was in use before and throughout WWII and for many years afterwards. Many aircraft have had their service life extended beyond the norm, but 'Faithful Annie' was in production for 18 years and used for 34 — a testament to the abilities of Roy Chadwick and the Avro design team. Its docile and matronly appearance was not to be taken at face value, however, for it proved to be a true warplane when the need arose. Armed with one fixed and one manually operated flexible machine gun (both of rifle calibre) and carrying just 360 pounds of bombs, an Anson of 206 Sqn sank a U-boat on 13 December 1939. Bear in mind at this point that the 'bomb load' of an Anson was made up from a collection of 20-lb AP bombs and a couple of 10-lb bombs.

However, it was not just in air-to-surface actions that 'Annie' showed her teeth. During *Operation Dynamo* four lonely Ansons covering the 'little ships' were set upon by six Bf 109Es, though some sources suggest a single Anson was involved. After two of the more nimble aircraft were shot down and one damaged the remaining fighters decided to take their ball home!

My own interest in the Anson has endured since building the good old Airfix kit further back than I care to remember, when it came in a plastic bag with a spot-coloured instruction leaflet stapled over the top. In those days I really enjoyed building models with working features and the Anson was great. It had (change to hyperactive kid mode) twirling propellers, a moving

BY DAVID BATT

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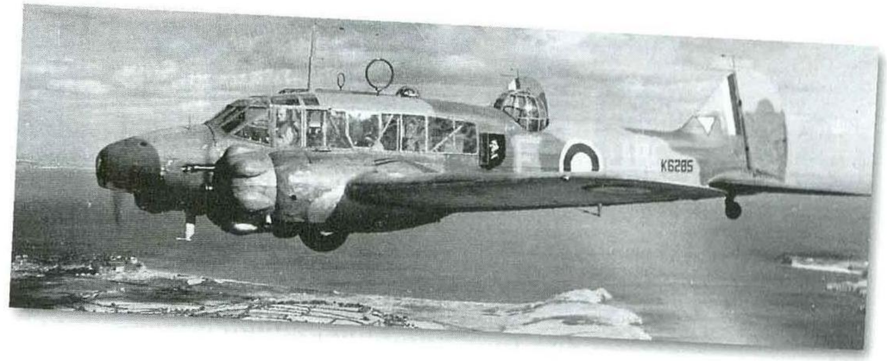
Yes, it's true. I've been awaiting this release since I built my first Classic Airframes kit — the originally released Fiat CR.42 — a decade or more ago. Few can match CA for their reproduction of a fabric-covered airframe, and the amount of exposed interior detail that an early Anson offers lends itself to the precise nature of resin casting, the use of which is another distinctive feature of their kits.

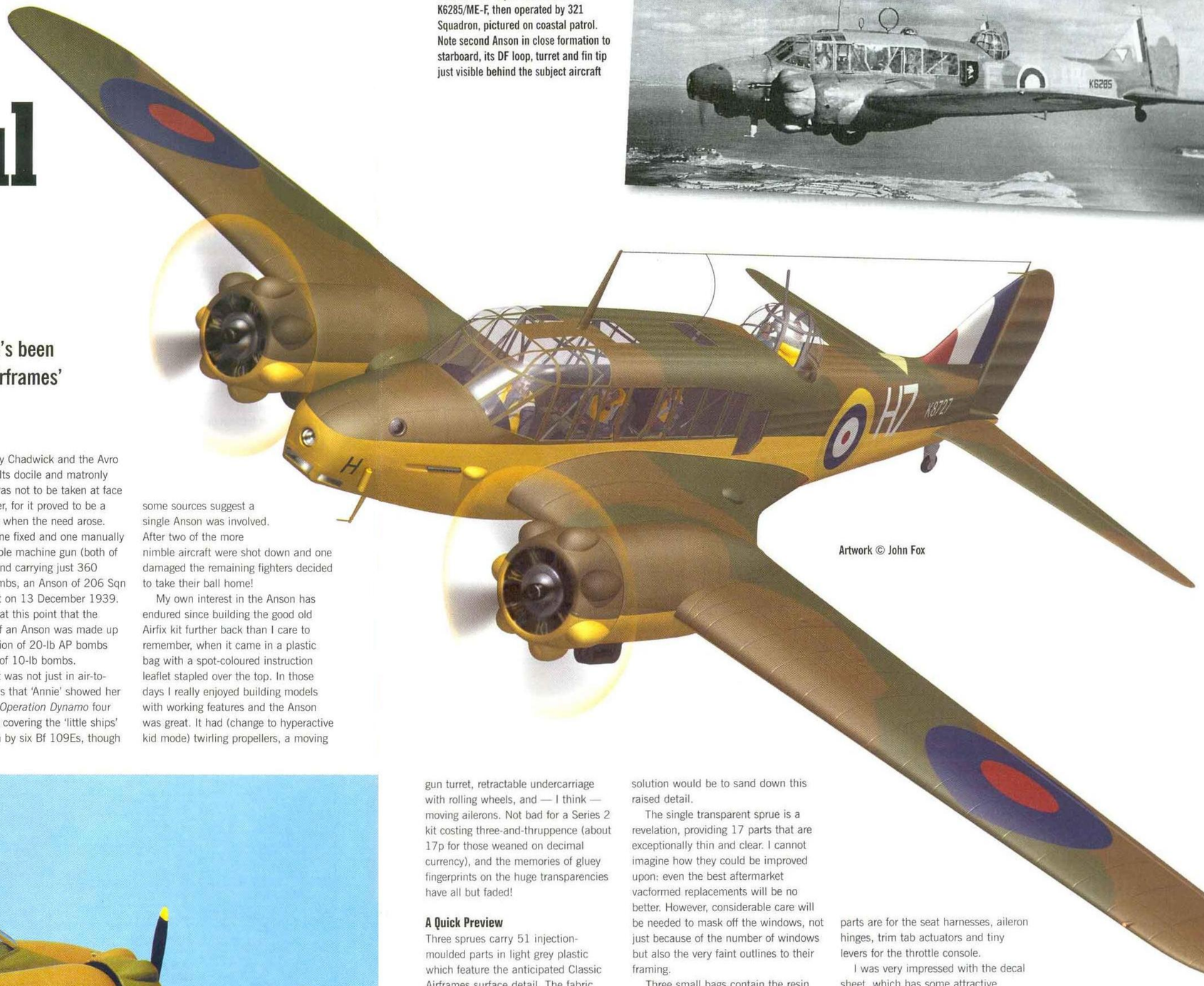
The Anson is an important type that was in use before and throughout WWII and for many years afterwards. Many aircraft have had their service life extended beyond the norm, but 'Faithful Annie' was in production for 18 years and used for 34 — a testament to the abilities of Roy Chadwick and the Avro design team. Its docile and matronly appearance was not to be taken at face value, however, for it proved to be a true warplane when the need arose. Armed with one fixed and one manually operated flexible machine gun (both of rifle calibre) and carrying just 360 pounds of bombs, an Anson of 206 Sqn sank a U-boat on 13 December 1939. Bear in mind at this point that the 'bomb load' of an Anson was made up from a collection of 20-lb AP bombs and a couple of 10-lb bombs.

However, it was not just in air-to-surface actions that 'Annie' showed her teeth. During *Operation Dynamo* four lonely Ansons covering the 'little ships' were set upon by six Bf 109Es, though some sources suggest a single Anson was involved. After two of the more nimble aircraft were shot down and one damaged the remaining fighters decided to take their ball home!

My own interest in the Anson has endured since building the good old Airfix kit further back than I care to remember, when it came in a plastic bag with a spot-coloured instruction leaflet stapled over the top. In those days I really enjoyed building models with working features and the Anson was great. It had (change to hyperactive kid mode) twirling propellers, a moving gun turret, retractable undercarriage with rolling wheels, and — I think — moving ailerons. Not bad for a Series 2 kit costing three-and-thruppence (about 17p for those weaned on decimal currency), and the memories of gluey fingerprints on the huge transparencies have all but faded!



A former 217 Squadron Anson I K6285/ME-F, then operated by 321 Squadron, pictured on coastal patrol. Note second Anson in close formation to starboard, its DF loop, turret and fin tip just visible behind the subject aircraft



Artwork © John Fox

A Quick Preview

Three sprues carry 51 injection-moulded parts in light grey plastic which feature the anticipated Classic Airframes surface detail. The fabric effect over the fuselage stringers is superbly restrained, while the engraved edges to the control surfaces are very sharp. I was baffled by the trellis of raised ridges which run spanwise and chordwise over the top and bottom of the wing. I can't see the slightest sign of these in any reference photos, and close examination of the Anson in the Imperial War Museum at Duxford shows them to be very faint, so the solution would be to sand down this raised detail.

The single transparent sprue is a revelation, providing 17 parts that are exceptionally thin and clear. I cannot imagine how they could be improved upon: even the best aftermarket vacformed replacements will be no better. However, considerable care will be needed to mask off the windows, not just because of the number of windows but also the very faint outlines to their framing.

Three small bags contain the resin parts, a definite improvement over previous CA kits in which masses of small pieces were crammed into a single package. There are 71 items crisply cast in cream resin that provide the bulk of the interior and engines.

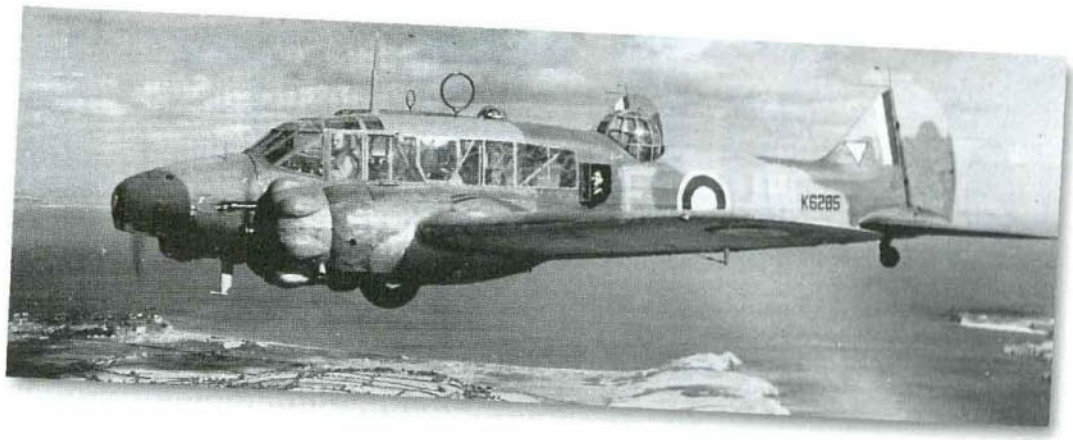
A small etched metal fret has 39 parts, the largest being the instrument panel that shows a welcome return to the concept of photo film for the instrument faces. The other etched parts are for the seat harnesses, aileron hinges, trim tab actuators and tiny levers for the throttle console.

I was very impressed with the decal sheet, which has some attractive options, and Classic Airframes have not stinted on the quality. The single overall aluminium aircraft of 269 Sqn in 1937 has peacetime roundels with much brighter colours and these are provided on the decal sheet. Perhaps I'm overly cynical but I can imagine other less diligent manufacturers either trying to 'cop out' on the extra colours or ignoring these attractive options. Two camouflaged versions with Dark Green/Dark Earth uppersurfaces are provided for 206 and 233 Sqns.

First Steps

Like all short-run or limited-production kits the Anson benefits from some forward-thinking to anticipate problems before there is a lot of delicate detail to damage or cover with sanding dust.

First task was to separate the major



A former 217 Squadron Anson I K6285/ME-F, then operated by 321 Squadron, pictured on coastal patrol. Note second Anson in close formation to starboard, its DF loop, turret and fin tip just visible behind the subject aircraft

Artwork © John Fox

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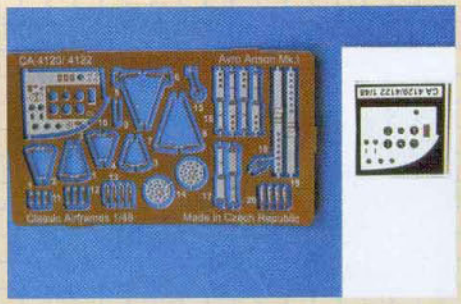
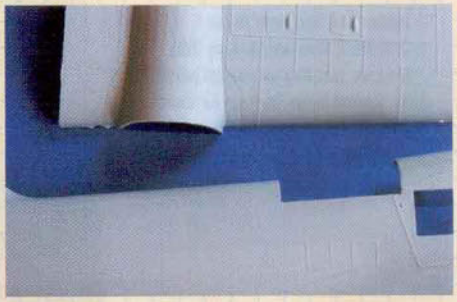
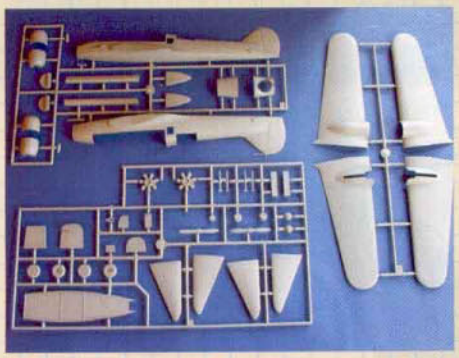
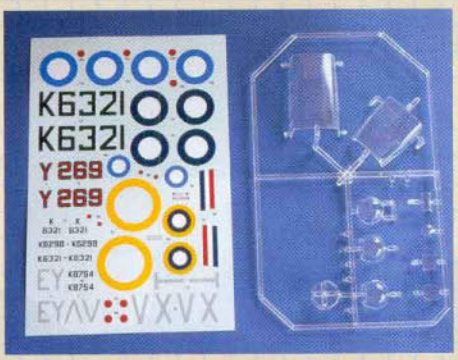


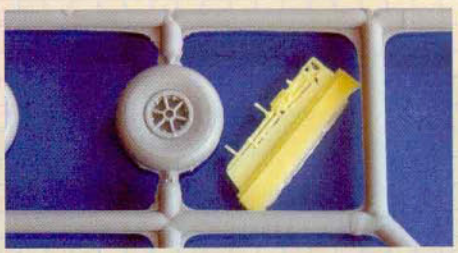


From the sublime to... The fabric effect on the fuselage is fantastic, but not so the wings. Those of the original are from Bakelite-reinforced plywood and have only a very faint outline of interior structure



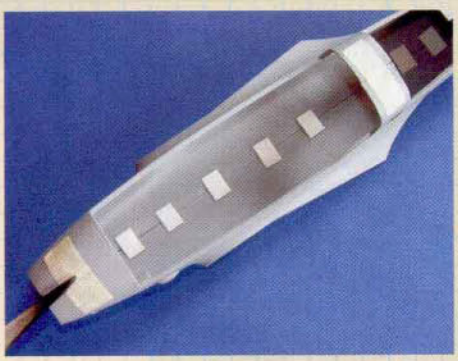


Kit contents, showing injected, cast resin and etched-metal parts and decal sheet

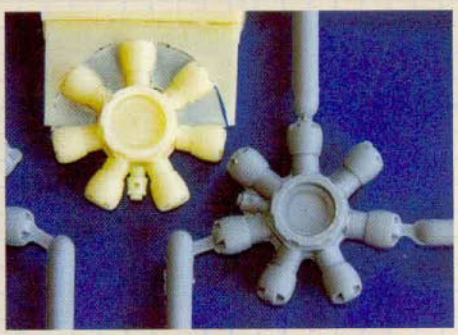


Resin and injection-moulded parts have very high levels of detail: mainwheel hub and the turret gun seen her.

"Previous experience with limited-run kits dictated that some work to anticipate fit problems would pay dividends." Here the main parts of the fuselage, which include the cabin windows, have been taped together for test-fitting



An essential addition to the fuselage was a set of plasticard alignment tabs on alternate sides in the best tradition of vacform modelling



CA supply resin and injected engines; there is little to choose between them

parts of the fuselage, cockpit floor, gun turret opening and main glasshouse transparencies. The lack of locating pins causes problems, as a lot of parts have to be brought together simultaneously to align as much as possible before final assembly. I added alignment guides along the edges of the fuselage — small tabs attached to alternate sides of the join beneath the cockpit floor, on the fuselage top between the turret and glasshouse and aft of the bulkhead top and bottom. This stabilised things and I could then take a closer look at the fit of the injected rear cockpit bulkheads and resin fuselage sides.

It was obvious that the upper parts of the lower fuselage sides had to be thinned down to near the thickness of the transparencies. The cockpit floor was dropped into place and slid forward to position, and then the resin sides tried out. Once happy with the fit I could remove these and make a start on the 'normal' aspects of modelling: trimming, cleaning up and priming the resin and plastic parts.

Halfords acrylic primer was used on the resin to provide a good base for the paint, and also because it is ideal for showing up any areas that require further cleaning up.

I use anything *except* power tools to separate and clean up resin castings as I am desperate to avoid loose dry resin dust. My preference is for an Olfa P-Cutter when a large block has to be removed, and a sharp blade to remove any fine film of resin. If I have to use a razor saw I dip the blade in water frequently to trap the dust. When the film of resin was removed from around the frame of struts it left an obvious ridge and this was scraped off with a 'stitch cutter' — a medical blade that has a concave cutting edge and can find its own centre when scraping a rounded surface.

Deep Thought

The multiple instrument panels (save for the pilot's main panel) were sprayed with white undercoat and then painted with Tamiya gloss black. Once dry the panels were wiped with a cotton bud moistened with alcohol to let the instrument detail show through, then each of the dials was masked off with a tiny drop of Revell Colorstop. A coat of Tamiya German grey was then sprayed on to finish the panels.

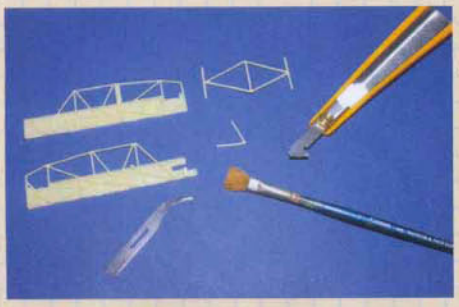
The instrument panel on the starboard framing was masked off and the interior parts spayed with Polly Scale acrylic RAF Interior Green. I did not think that any sort of pre- or post-shading was necessary to emphasise the tubular framing against the lower cabin sides as the castings are well undercut and the real shadows give enough contrast. Take a considered look and see if you can find a wayward compass on the sidewall! It's a bit like looking at photos of the *Millennium Falcon* or *Battlestar Galactica* to find the tank sprocket wheel or battleship gun turret.

The interior of the Anson is surprisingly uncluttered,-a legacy of the design's genesis as a small airliner. All the crew stations are on the port side of the cabin, apart from the bomb aimer's and gunner's positions, and the 'gangway' on the right is unobstructed apart from the wing spars.

The bomb aimer's position is provided with a reclining pad and instruments to each side of the nose, but no bombsight. None of this is visible unless you are building a version with a fully glazed nose, but it is nice to know it's there. If a bombsight is added, note that a simple drift sight was used, not a complex high-altitude bombsight.

The pilot's position has an instrument panel that is laminated from a plastic panel, a photo-film set of instruments and an etched-metal panel face. The controls consist of a two-piece yoke and separate rudder pedals from resin castings, while the throttle console is also a resin casting. There are a couple of anomalies within these few parts.

The instructions are not at all clear how the panel should be attached to its associated coaming. I worked on the principle that the coaming was *within* the fuselage nose and the panel

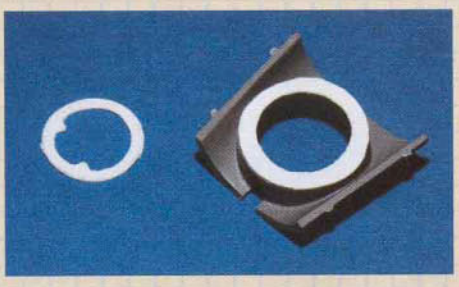


The main resin parts for the cabin were also prepared for test-fitting. The Olfa P-Cutter is a great tool to remove resin parts from their pouring blocks with minimum stress, while the brush is used to remove loose fragments of resin from the parts

Major parts (except for the transparencies) ready for a dry-run

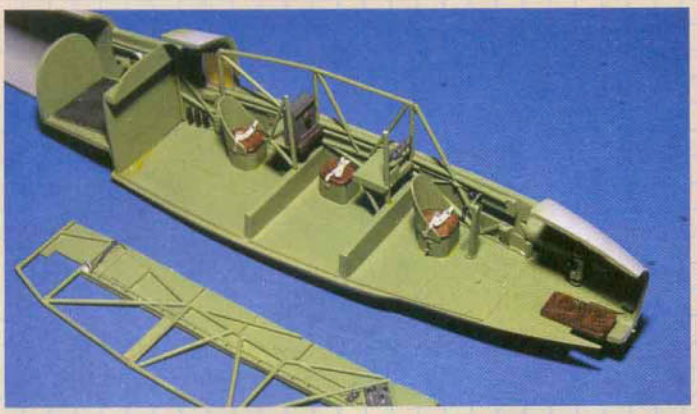
Extra detail added to the fuselage included the gunner's rubber mat, the other side of the gunner's access hatch, ammunition drum racking and, at the other end of the cabin, instrument housings on the back of the main panel. On the finished model several of these parts proved to be invisible, but I know they're there!

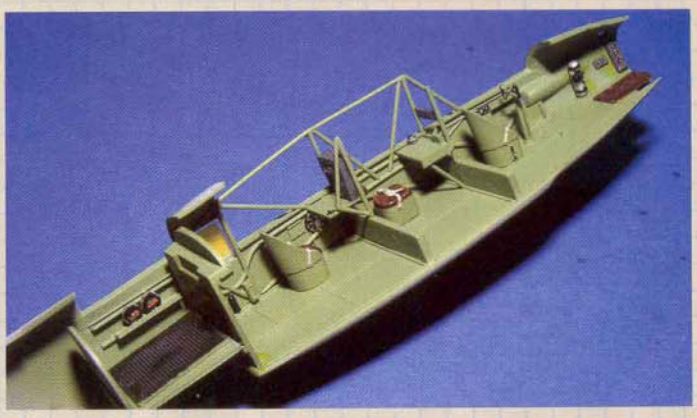
The ammo drums were made from a plug of Milliput moulded inside a piece of plastic tube to get a smooth cylinder of the correct size then cut to thickness, with handles from a scrap of card. I had to find the ring gunsight on a ReHeat generic set (and then went and put it at the wrong end of the gun!) while the throttle console was well decorated with all the levers supplied in the kit



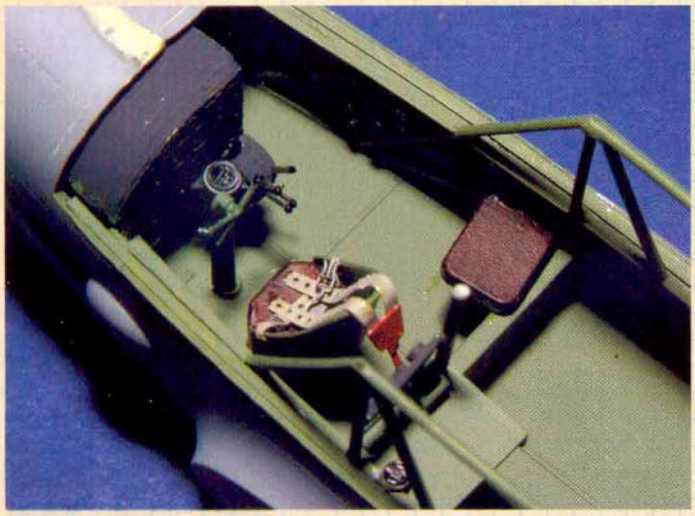
Work had to be done on the gun turret before it would go together. A piece of card was added to the underside of the fuselage insert and the inside opened out to create a lip for a new gun ring. This was also cut from plasticard to a size that would just drop inside the ring moulded as part of the kit insert. This ring only supports the cupola

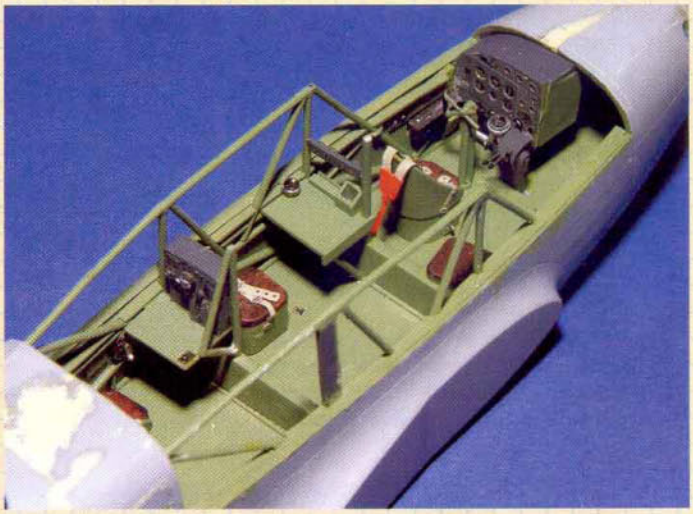
The gun ring had to be made up from plastic rod plus a few selected kit parts. Above the ring the X-frames can be cut down to sit on the ring part while the rectangular gun frame can be used without changes. Below the ring it is all scratchbuilt save for the kit part for the gunner's bicycle-style seat



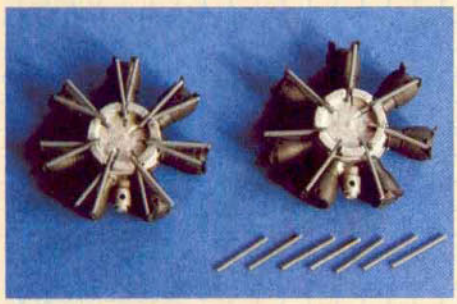


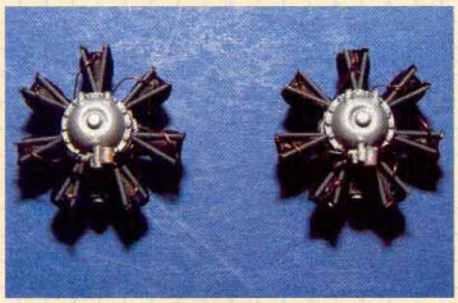
The main parts of the cabin/cockpit are brought together





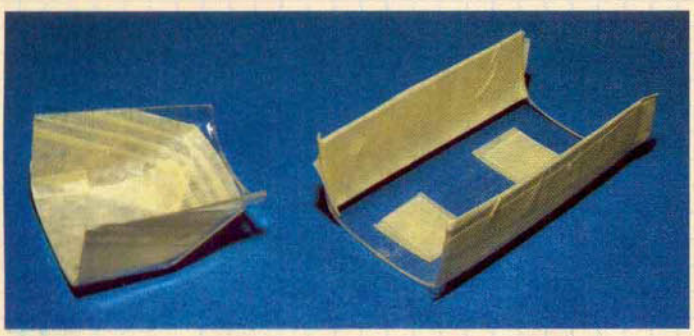
Here the main instrument panel is in place, completing the pilot's position. Note the compass in the corner between the throttle console and main panel, and the addition of a thin strip of plasticard along each fuselage edge to align the transparency

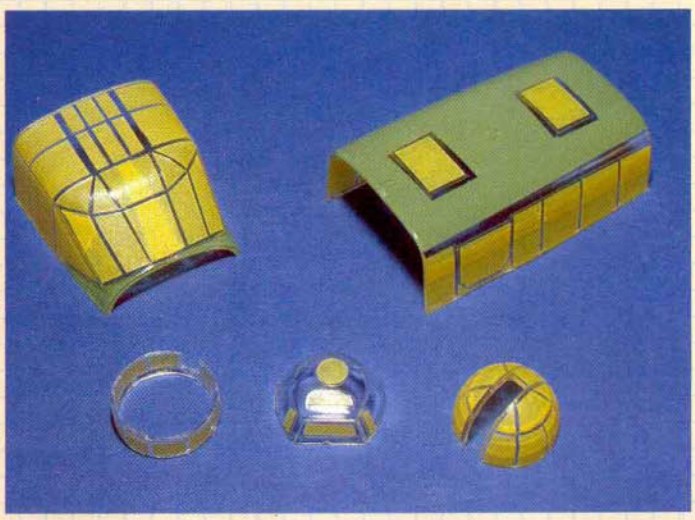




The engine has a noticeable lack of pushrods. It was easy to add these using dark grey-painted plastic rod set into notches cut in the crankcase casting. Note that they emerge from a fore-and-aft slot on the real engine and the rear ones go to the right (viewed from the front) while the front ones go to the left. The ignition leads are less visible but I added them anyway

The complex 'helmet' cowlings are supplied as resin castings — a beautiful job. The casting block needs to be cut off close and the opening has to be sanded out to a scale 30 inches — that's 5/8 of an inch or 16 mm





I decided to spray as much as possible of the insides of the transparencies with Interior Green. It is important not to get too close to the edge of the clear area, as parallax effect through the thickness of the glazing reduces the apparent size of the windows. With the insides done the exterior was masked off with Tamiya tape. The clearance between the interior colouring and the glazing is obvious here. Masking the transparencies at this stage also protects them from gluey fingers!

attached to its rear edge, not underneath it. This did not leave any projecting shade over the panel, which sits well with the photos I have seen. I chose to paint the upper part of the coaming Tamiya NATO Black, a fairly good 'out of the bottle' scale black, and the side panel was Interior Green to match the rest.

The instructions show two levers in the top of the console and another two levers fed into 'paired slots' in the upper part of the instrument panel. In truth the 'paired slots' are instruments, and all the levers are attached to the console. Six levers are provided on the fret and all could be used and still leave a need for more. I chickened out of my efforts for absolute scale fidelity when the console had sprouted so many levers I could no longer pick it up! Blobs of thick PVA were added to the levers to bulk out the knobs.

The pilot's compass is very prominent, but isn't shown on the instructions, though it is supplied as a resin casting — R14 on the parts map. It sits on a little diagonal shelf between the throttle console and the bottom right corner of the instrument panel, made from 10-thou card on my model.

Finally there is the pilot's shoulder harness. The kit would have you attach these straps to the upper edge of the back of the seat. On the real aircraft the rear of the seat would have been light steel or aluminium and have no strength, so the straps would have to attach somewhere on the airframe. I brought the straps together on a simple yoke with a single strap to the wing spar on the fuselage floor beneath the navigator's table. I can't say it is accurate but it looks more plausible.

The next station is the navigator's position. There's little to be improved here, though the diligent would add a wiring loom to the back of the instrument rack, for it is clearly visible. A pertinent aside: note that the navigator's back and headrests are on the front side of the radio rack, the

former being the edge of the table and the latter the prominent round lump in the middle of the rack of 'black boxes'. Remember these when you are painting all the pads in 'worn leather' colours.

Moving aft to the radio operator's position, 'black boxes' is the best one can say of the radio rack. Due in no small part to excellent kits like Tamiya's Mosquito many modellers will know what wartime RAF radios looked like, with their prominent pairs of red, blue and yellow knobs. This is what I *expected* to see, but the CA kit provides a slab of faintly defined boxes with almost invisible knobs and a prominent drum in the middle. The latter looks suspiciously like yet another course-setting compass mounted on its side to me, which makes at least four compasses in this kit! I was tempted to make a new radio rack as I have some surplus Tamiya radios in the spares box, but I couldn't find any images in my reference monograph that even hinted at the radio layout, so I left the matter pass. (What's the betting that only now will I find a photo proving the CA rendition to be correct?)

Gun Power

The next step in this rather muddled progression was the gun turret. I used the illustrations and information in *Gun Turrets of the RAF* by R Wallace Clark to add some needed extra detail to the kit parts. An aside might help here to explain the layout of the turret.

The Armstrong Whitworth gun position used in the Anson was not a 'turret' in the same sense as the power-operated types seen in Lancasters, etc. It was essentially a WWI-vintage gun-ring with a rotating windshield, and the X-shaped and rectangular framework above the ring simply lifted the gun to a suitable height relative to the gunner. The gun was pintle-mounted on this ring so it could be freely elevated and traversed within the windshield opening. Bearing this in mind, the ring within the kit's turret position is the track on which the transparent cupola rotates, and to get a true scale effect it is necessary to make another ring within the kit part to support the gun mount.

I created this by adding a piece of sheet to the bottom of the kit ring and trimming it to create a small lip, then cut a piece of card into a disc that would fit inside the turret ring. Next, the bottoms of the X-frames were trimmed back a little so they sat on the inner (gun) disc, then the inside of the disc was cut out. Now for the gunner's seat. Resin part R31 was discarded as it is far too wide, and was replaced by a U-shaped piece bent from plastic rod. Note that this rod extends above the gun ring and supports a simple backrest. I couldn't fully interpret the drawings here; it looked to me like a canvas strap with a pad in the middle, so that is what I have modelled in my example. The diagonal struts were added from plastic rod, and finally I added the kneepad from more plastic rod with a paddle-shaped end. The gunner's seat (looking just like a bicycle saddle) was added per kit instructions.

In operation the gunner would use his weight to provide a counter-balance to help in lifting the gun-ring into position for use, and he would push against the kneepads to traverse the ring. The floor of the gun turret compartment was covered with a ridged rubber sheet to give the gunner some traction. This would put the gun mount into approximately the correct position, and the VGO was flexibly mounted for aiming.

Within the fuselage I added a magazine rack on each side with two drums on each and a ridged piece of plastic to the floor to reproduce the original's rubber matting. These details were inspired by a contemporary cutaway drawing of the aircraft originally published in *The Aeroplane* magazine.

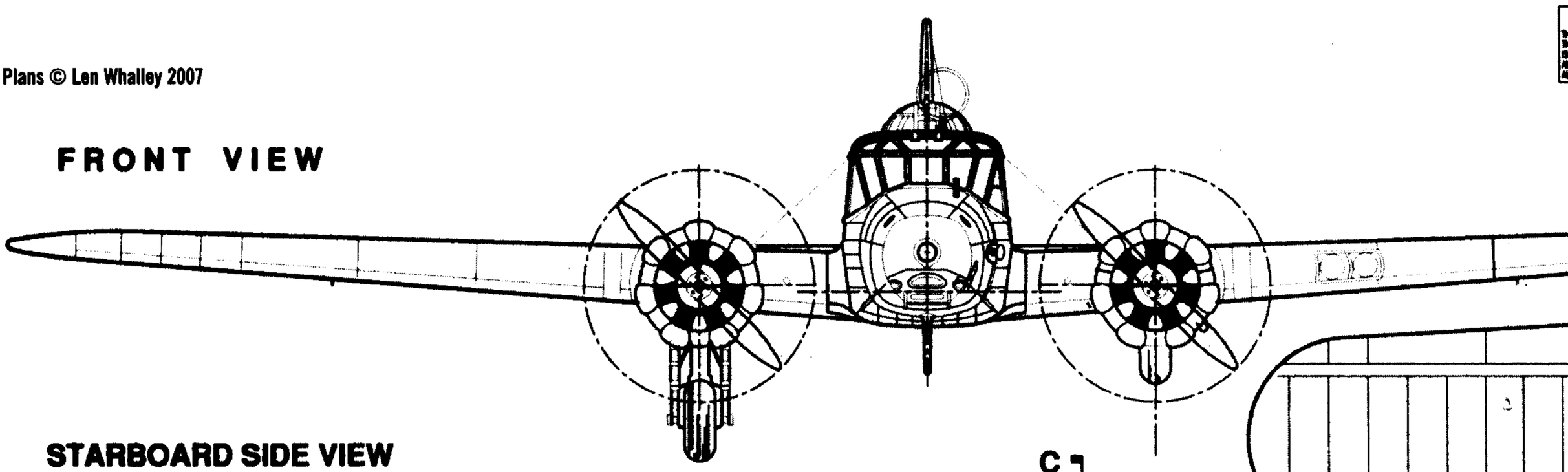
Powerplants

The engines are very neat as starting points, but they do lack a lot of important detail. The kit provides four engines, two plastic and two resin, and there is little to choose between them, for all have very fine cooling fin detail. I used the resin ones and kept the plastic engines for the spares box.

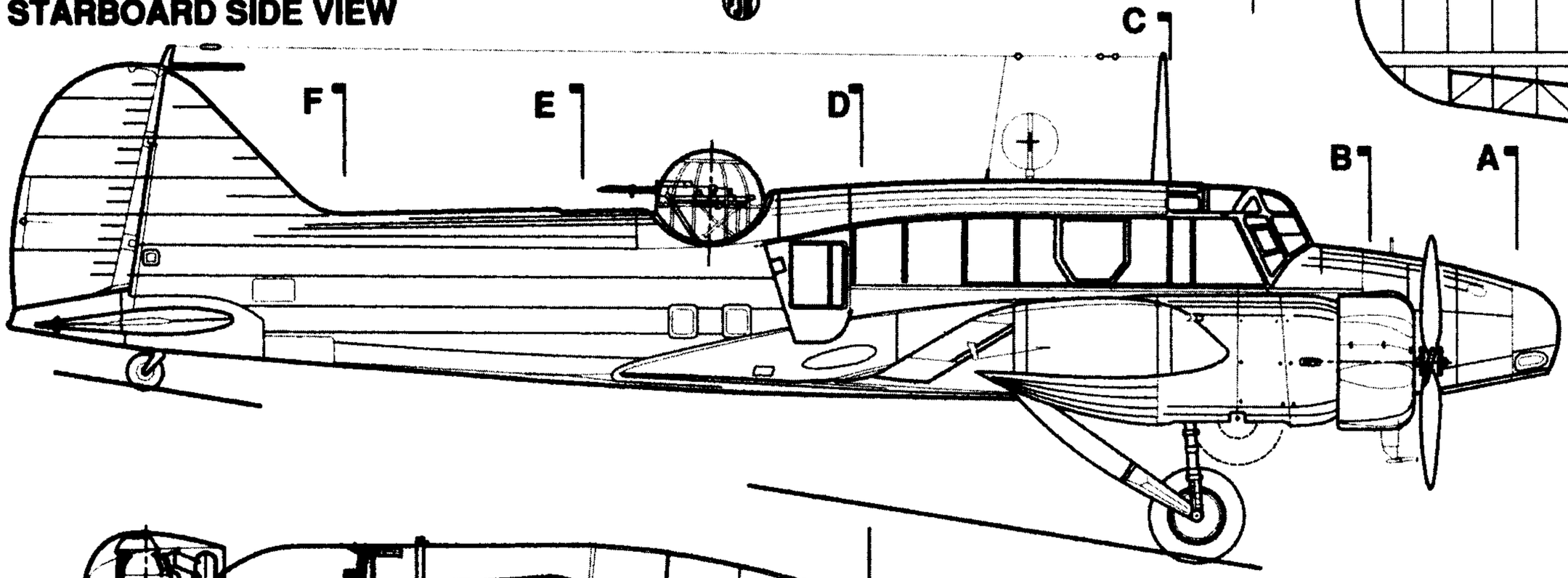
There were several British engines that did not have visible pushrods (the Bristol Pegasus and Hercules series come to mind, being sleeve-valve engines), but the Armstrong Siddeley

Plans © Len Whalley 2007

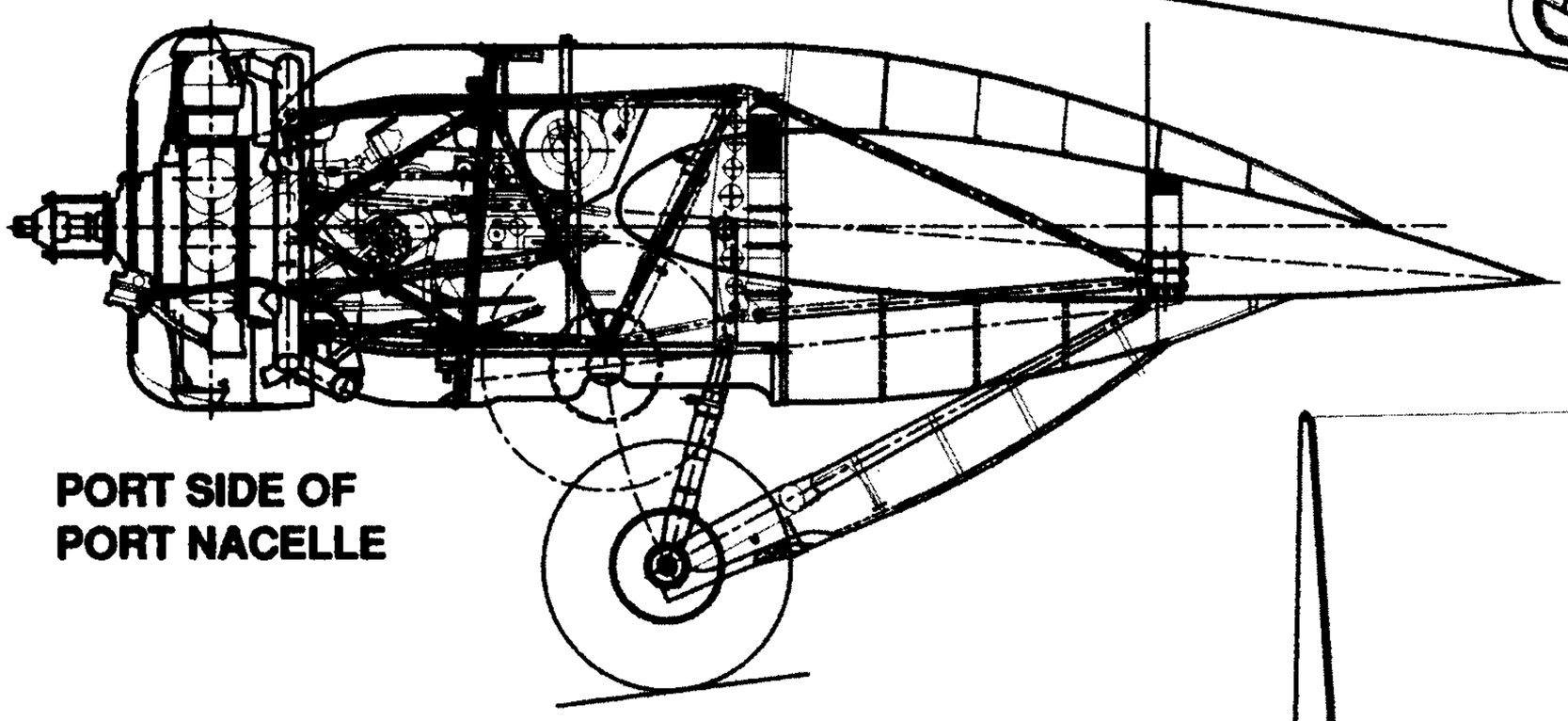
FRONT VIEW



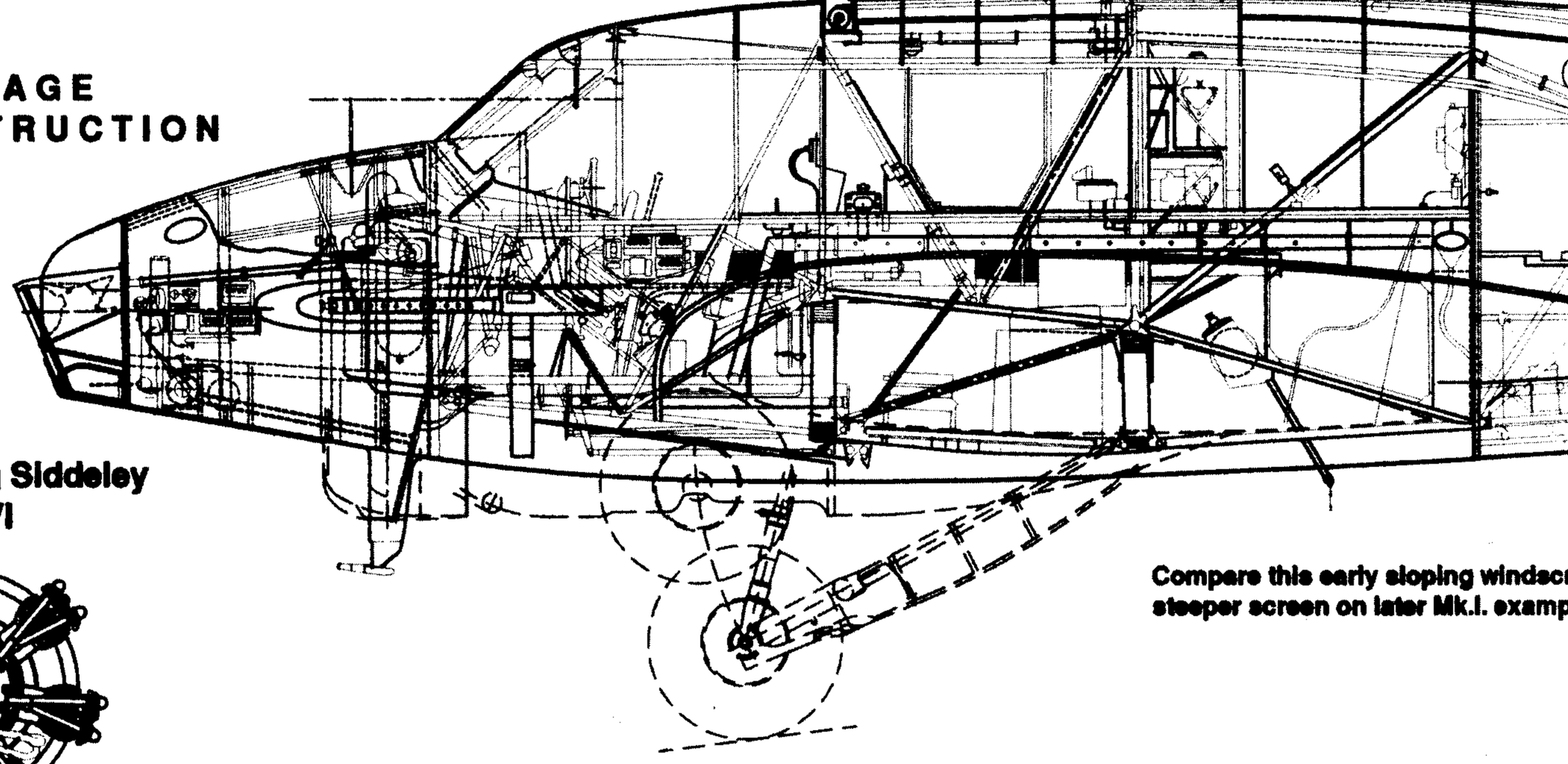
STARBOARD SIDE VIEW



PORT SIDE OF PORT NACELLE



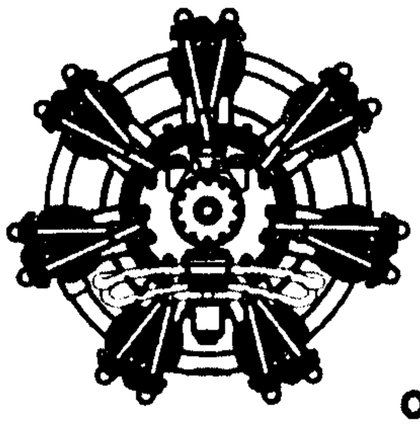
FUSELAGE CONSTRUCTION



A/W Whitley

Compare this early sloping windsc
steeper screen on later Mk.I. examp

Armstrong Siddeley Cheetah VI



Our thanks to Peter J. Teagle for help in collection of data for this drawing

FUSELAGE and
VIEWS ARE TO

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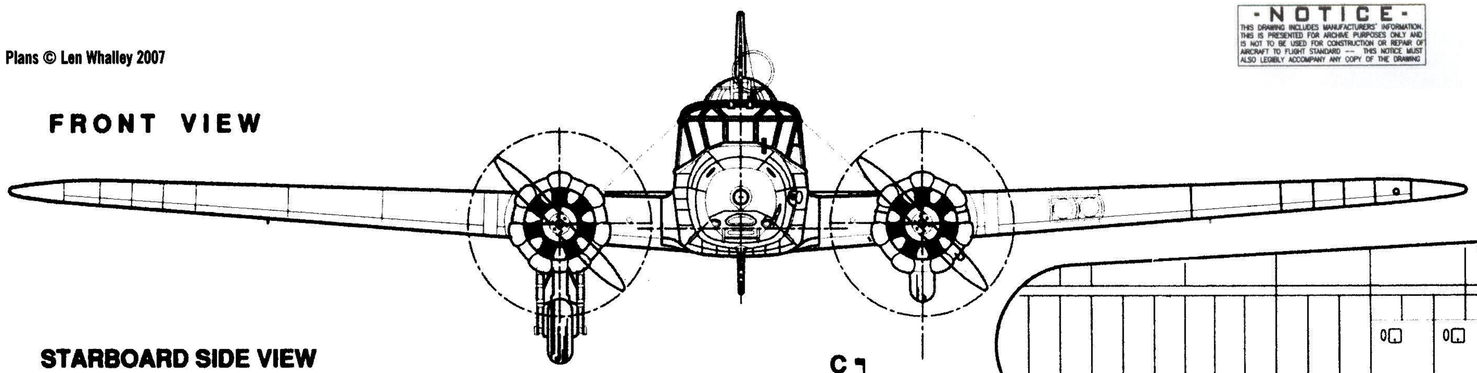
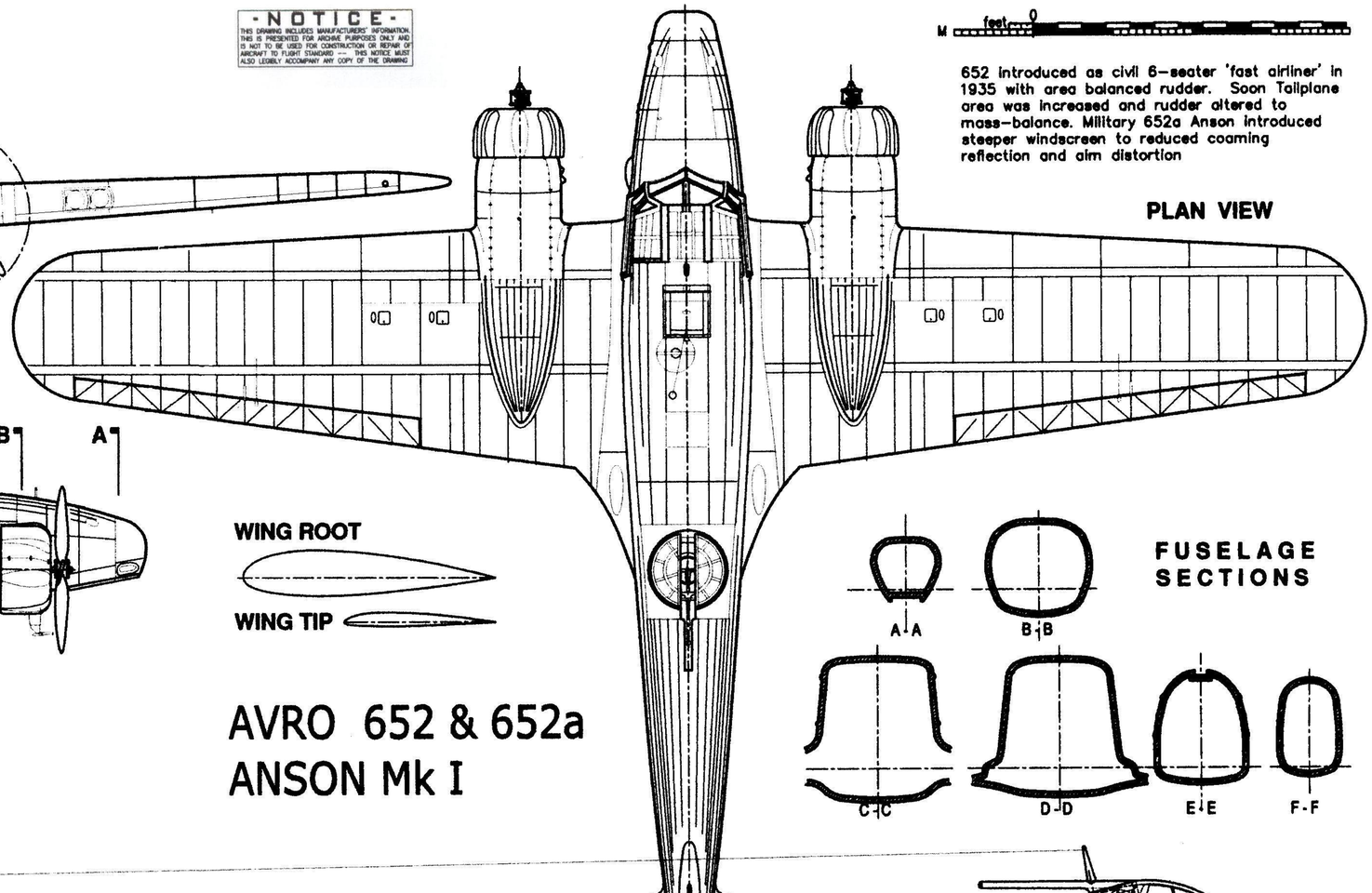
M feet 0

652 introduced as civil 6-seater 'fast airliner' in 1935 with area balanced rudder. Soon Tailplane area was increased and rudder altered to mass-balance. Military 652a Anson introduced steeper windscreen to reduced coaming reflection and aim distortion

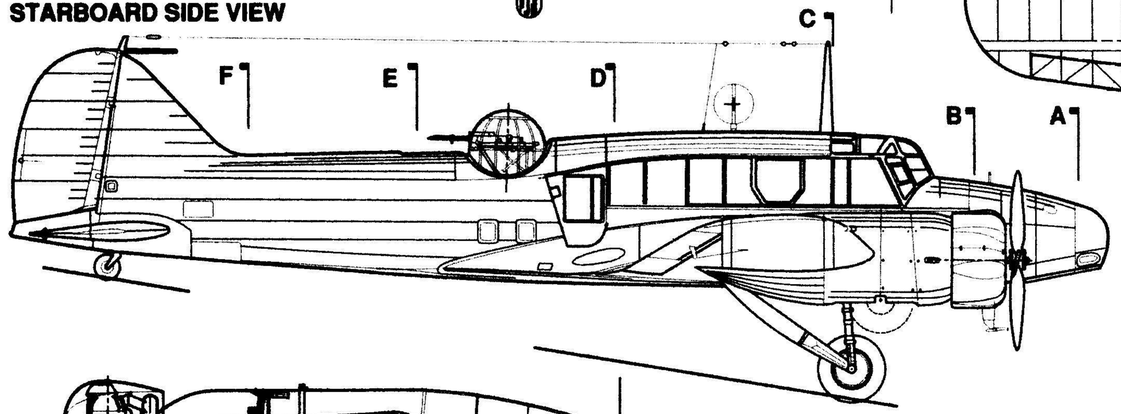
FRONT VIEW



PLAN VIEW



STARBOARD SIDE VIEW

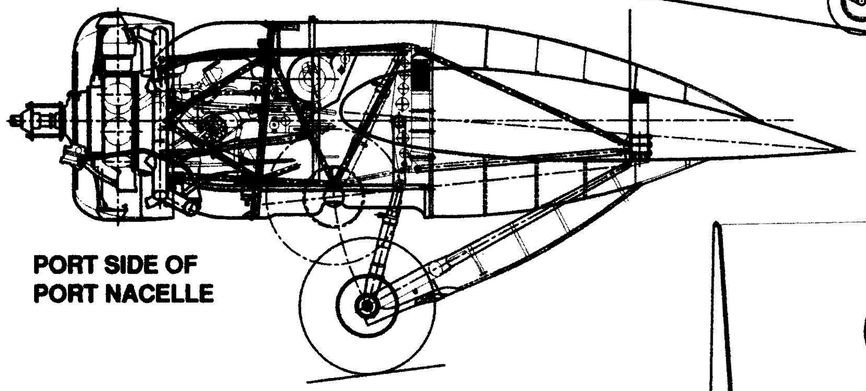


WING ROOT

WING TIP

AVRO 652 & 652a
ANSON Mk I

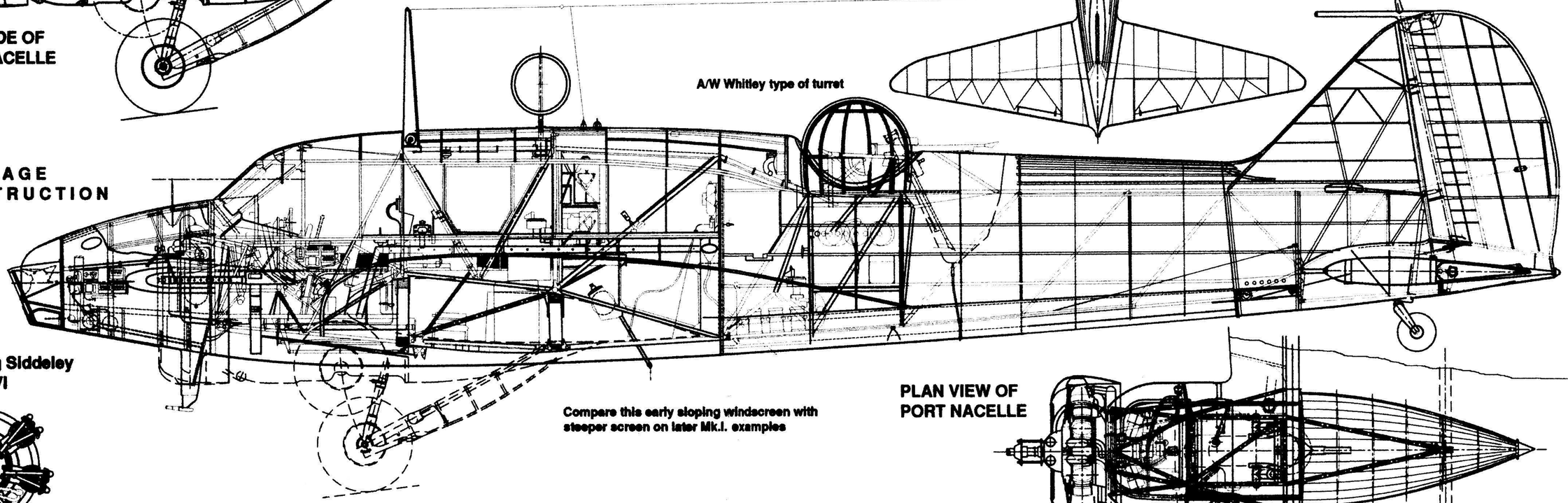
FUSELAGE SECTIONS



PORT SIDE OF PORT NACELLE

A/W Whitley type of turret

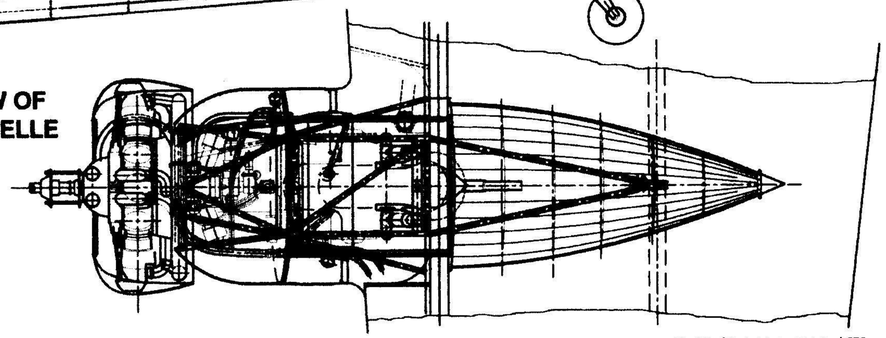
FUSELAGE CONSTRUCTION



Armstrong Siddeley Cheetah VI

Compare this early sloping windscreen with steeper screen on later Mk.I. examples

PLAN VIEW OF PORT NACELLE



FUSELAGE and NACELLE CONSTRUCTIONAL VIEWS ARE TO TWICE THE GENERAL SCALE

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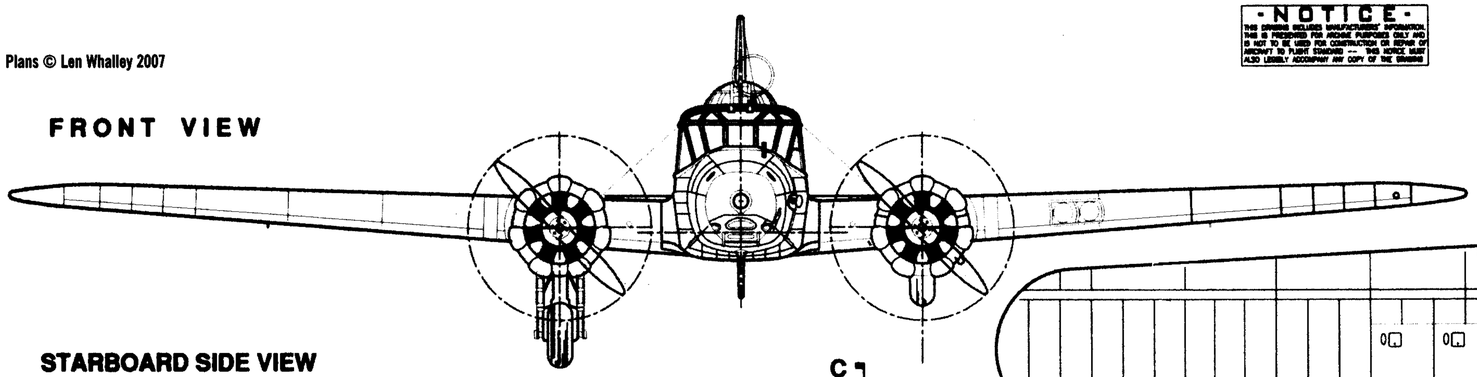
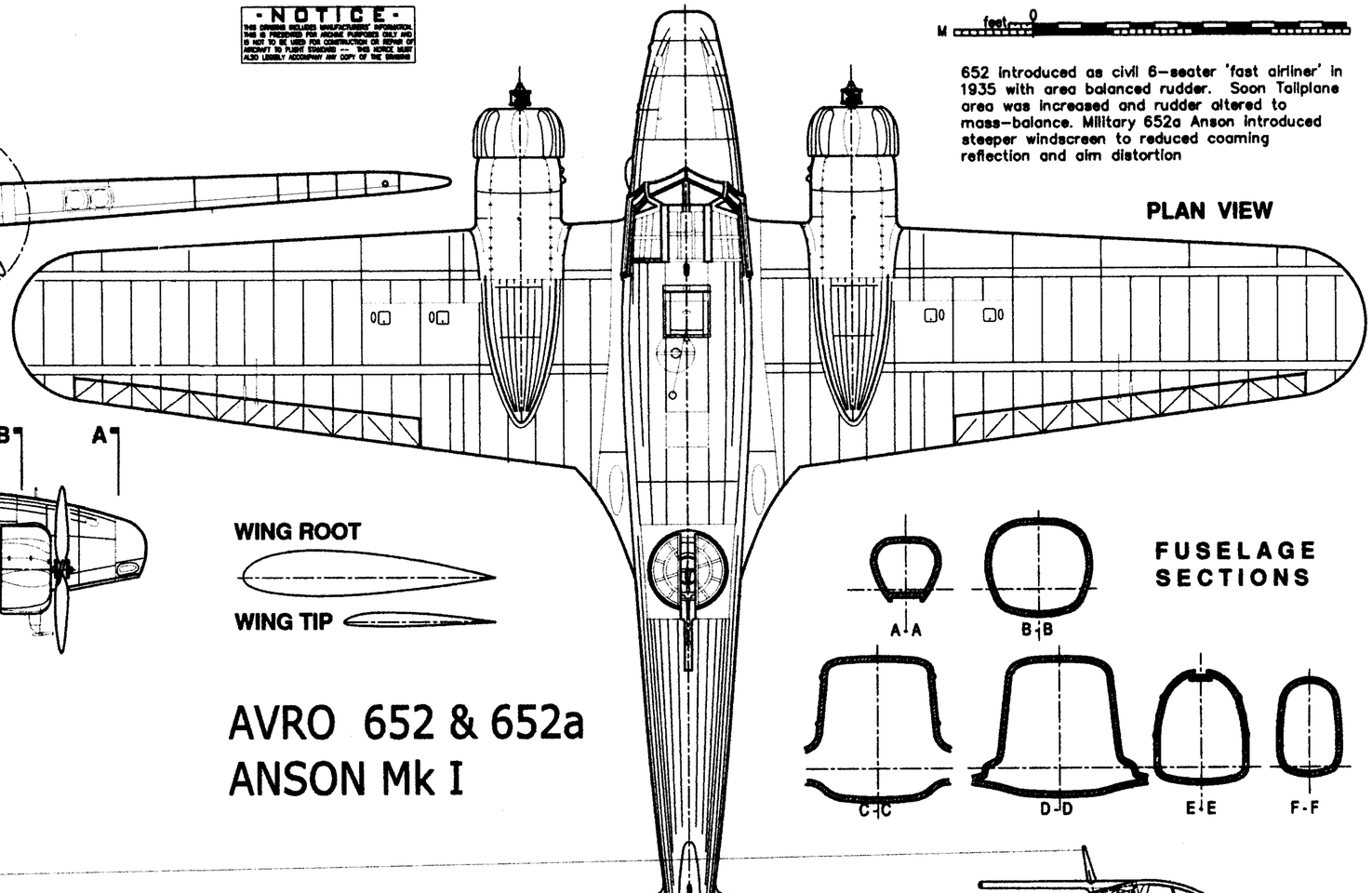
AVRO 652 & 652a ANSON Mk I

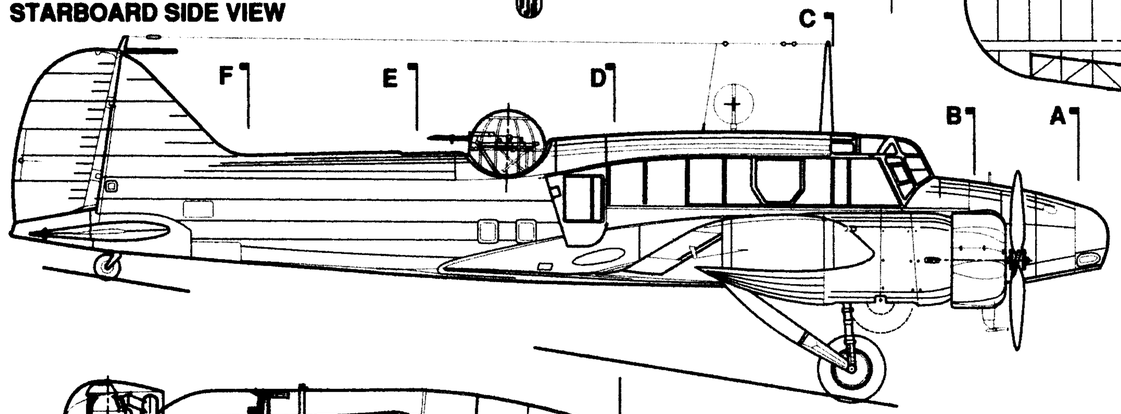
FRONT VIEW



PLAN VIEW



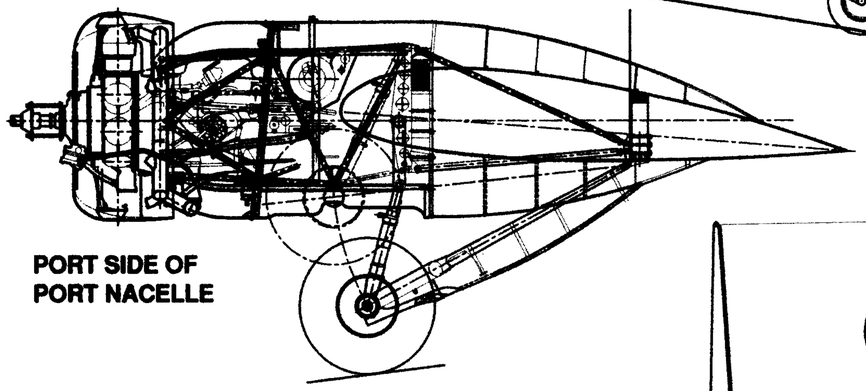
STARBOARD SIDE VIEW



WING ROOT

WING TIP

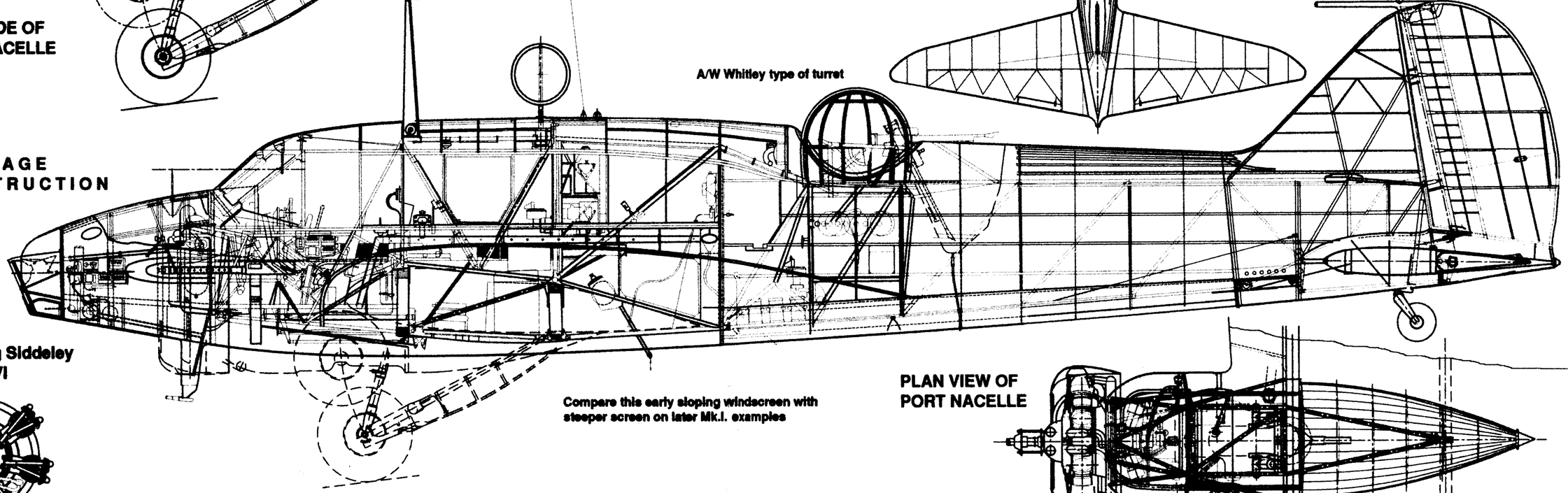
FUSELAGE SECTIONS



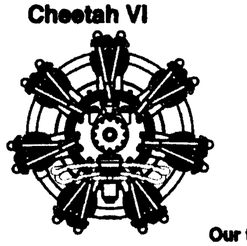
PORT SIDE OF PORT NACELLE

A/W Whitley type of turret

FUSELAGE CONSTRUCTION



Armstrong Siddeley Cheetah VI



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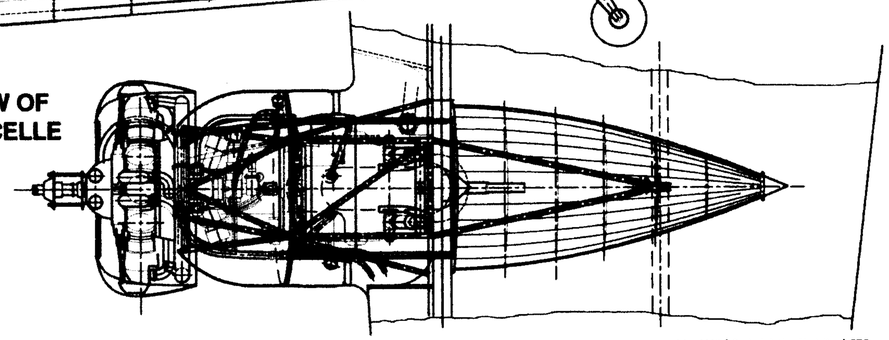
PLAN VIEW OF PORT NACELLE



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FUSELAGE and NACELLE CONSTRUCTIONAL VIEWS ARE TO TWICE THE GENERAL SCALE

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PLAN VIEW

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WING TIP

FUSELAGE SECTIONS

A-A B-B C-C D-D E-E F-F

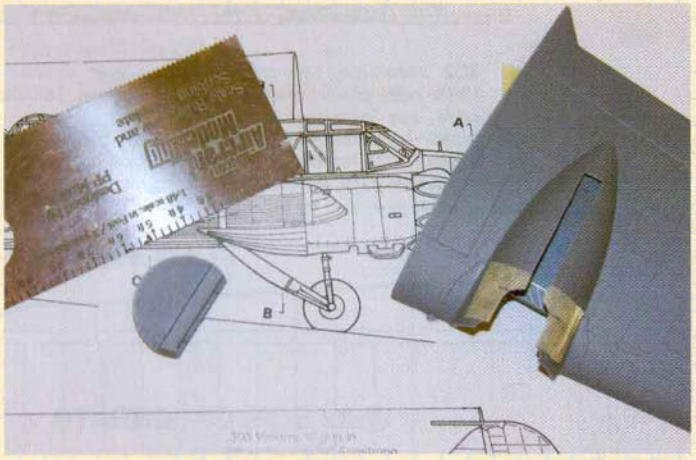
AVRO 652 & 652a ANSON Mk I

Whitley type of turret

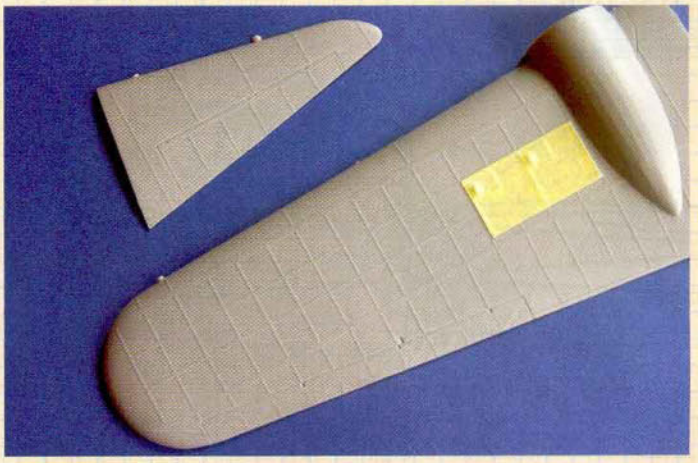
windscreen with examples

PLAN VIEW OF PORT NACELLE

GE and NACELLE CONSTRUCTIONAL ARE TO TWICE THE GENERAL SCALE

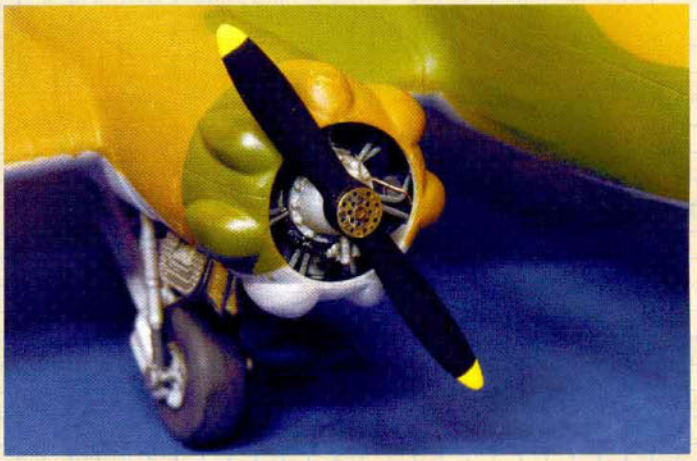


The lack of alignment guides means care has to be taken when the undercarriage mounting is fitted. I had to trim a few millimetres off the roof of the wheel well to get the leg mount in its correct position just in front of the main spar



A few minutes' work with a Micro-Mesh cloth takes the wing and tailplane 'trellis' back to a reasonable level, almost invisible. Here a piece of masking tape is used to protect the wing fuel tank panels before sanding

The gun ring in place before the cupola was attached. The yellow ring on the fuselage roundel was from the kit's decal sheet. I removed the centre so that the edge of the blue and white would not show through the now non-standard larger roundel



A close up of the completed engine. The propeller was finished by leaving the centre plate unpainted (it's an etched metal item) and the extra work on the pushrods and wiring is visible

Cheetah did. It's a surprise, but Classic Airframes have not supplied these pushrods, or an ignition harness. It is not difficult (but is time-consuming) to add these missing details, but it is worthwhile as they are highly visible when the cowlings are opened up to true scale size.

I added tiny pieces of plasticard to the top of each cylinder to brace the outer end of each pushrod and then added the 28 pushrods from 20-thou diameter plastic rod. Tiny holes were drilled in the upper part of each cylinder and lengths of unpainted copper wire added as the ignition wires. Each of these was simply passed around the cylinder to disappear behind the engine.

One extraordinarily detailed part is supplied in the form of the complex gubbins that appears on the lower face of the crankcase. I think it's part of the oil system, but I lost both of mine. Twiddling the tiny part around under a strong lens, holding it in a pair of springy tweezers while comparing it with photos of the real thing, was an effective method of sending it into hyperspace! It happened twice to me. It is not at all clear which way up it is supposed to go, and there is no obvious mounting on the resin piece itself. The replacements I made from lengths of plastic rod glued together are too large for scale but better than nothing at all. Engine colours were fairly straightforward: satin black cylinders with a natural steel crankcase and dark grey pushrods. The oil pipes were gloss black.

The Anson's distinctive helmeted cowlings are provided as one-piece resin castings and care is needed to separate them from their casting blocks. It would be very easy to sand an obvious flat on the front, while more care is needed to open the cowling out to its proper size, which is indicated by the ridge on the inside of the cowling front.

Major Assembly

I used a Micro-Mesh sanding pad and 1000-grit abrasive to reduce the offending 'trellis' on the top and bottom of the horizontal surfaces. Masking tape was applied over the square outlines to the tank filler panels just outboard of the nacelles to protect them from abrasive, and then it only took a few minutes to sand the offending detail all but completely away.

First parts to be closed up were the main wing and tailplane halves. The wing trailing-edges are a bit thick, but I would be reluctant to thin them down too much as this would create problems with wingroot alignment. I had to figure out the alignment of the undercarriage mounts and settled for the position given in the *Warpaint* plans, which show the main legs positioned immediately in front of the main spar. This required a bit of trimming of the wheel well parts and subsequently the opening in the wing underside to allow the leg, wheel and trailing arm to all fit. Once this was done the nacelle fronts could be glued to the wing proper and the join cleaned up.

The breakdown of parts for the mainplane and fuselage is a bit 'dated' and I have to say that life would have been easier if a more modern arrangement had been followed. Opening the bomb bays would certainly be easier! The small front bays are simply boxed in and have a light stores carrier of the type found under Swordfish outer wing panels. The larger rear bays are more complex and show the structure of the wingroot fairings — a visit to the IWM's Anson at Duxford provide a lot of detail even from a distance.

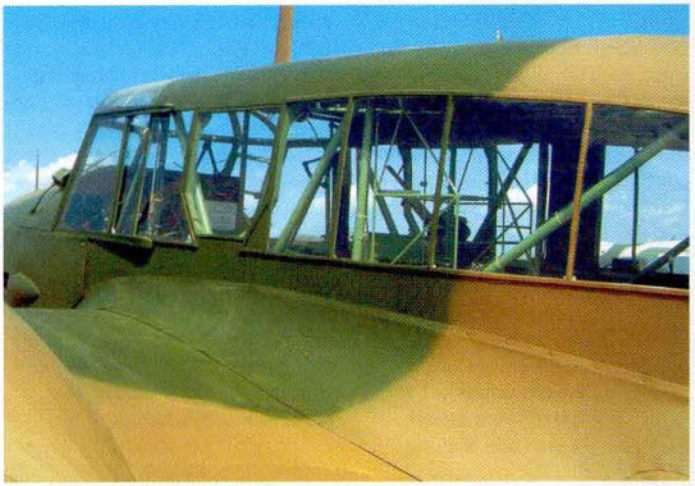
The fuselage parts closed up around the cockpit interior with no problems and the turret insert fitted in place. A lot of filler was needed around the insert to fair it into the fuselage contours. The preserved Duxford Anson shows this area of the fuselage to be smooth (no stringer detail) and there is no obvious break or panel line between the insert and the fuselage proper.

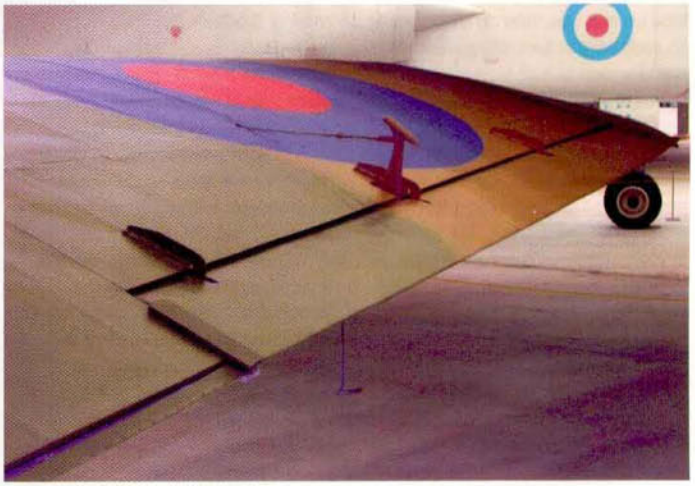
Before any of the transparencies were fitted I masked them all off with Tamiya tape painstakingly cut around the framing. This might sound overpowering but it was a welcome diversion from sanding filler and carving resin.

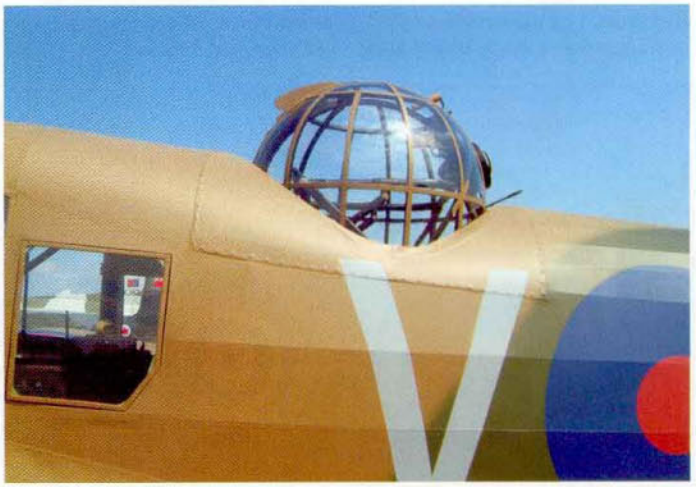
Trial-fitting showed that the main part of the canopy would not align properly with the fuselage, so very small pieces of plastic strip were glued to the edges of the opening to wedge-out the transparency sides. Once the main fuselage joins were cleaned up the windows were glued in place — and

Photos of Anson I N4877/G-AMDA

Preserved at the Imperial War Museum, Duxford
Photos © Mike Jerram unless indicated







don't forget the last-minute items like the gunsight and jump seat as I nearly did! That's one of the main pitfalls of a meandering construction path.

Care has to be taken when fitting all those transparencies. They are very thin and it doesn't take a lot of pressure to introduce stress marks into the clear parts. The separate window frames are all undersize and need very careful opening out so the glazing will fit neatly without dropping right through (I did say there were no mounting rebates, didn't I?). A lot of filler was needed to fair the main part of the canopy into the fuselage along the top line.

I was surprised that there was no wing spar in this kit — it would have been easy to imitate life with the spars passing over the cockpit floor and through the sides — but if you take your time there's no problem. I used tube cement (yes, they *do* still make it) on each wing in turn, using plenty of masking tape to hold the parts overnight while the glue dried. The final result was strong enough for government work. Done properly, it even left a neat little bead of surplus glue that could be sanded off in a few seconds for a neat finish. The greatest problems occur with the underside, for the joint line runs straight through the bomb bays. Alas, the *Warpaint* plans throw doubt on the dihedral angle. It looks OK but the plans show that the top of the wing is flat and the taper gives a dihedral angle on the undersides. As moulded the model has a truly flat wing.

Finishing Off

A lot of fine details have to be added before final spraying and they make the model very delicate. These include etched metal trim tab and aileron actuators. Make use of whatever reference photos you can find to confirm the position, type and number of aerial mast, DF loop and astrodome, if fitted.

The model was primed with a coat of Halfords grey primer, and then Tamiya flat aluminium was sprayed onto the underside and masked off with tape to give a hard demarcation with the topside colours. Aeromaster Dark Earth was applied as the first upper surface colour, then masked off ready for the Dark Green. I cut paper masks for the camouflage from a simple scale drawing and fixed them to the model with small blobs of Blu-Tack. This helped to produce slightly soft edges to the pattern. All this masking was removed and a coat of Tamiya Gloss applied to ready the model for decalling.

Whenever possible I like to model 'local' aircraft. It adds a bit of interest when I've got a display going on, and in this case I had chosen an aircraft from 217 Sqn that was based at RAF St Eval. It might give many a feeling of *déjà vu* as they are the same markings that have appeared on the Airfix kit since the year dot! There is nothing wrong with the kit decals (they're produced by Microscale — enough said), it is just a matter of personal choice.

I cut a simple mask for the Dutch national marking — an equilateral triangle — into a piece of 5-thou plasticard and sprayed this dark orange shape onto a piece of clear decal film. Decal stripes from Fantasy Printshop (now Euro Decals) were used to edge the marking. That was the extent of the 'scratch' markings.

The serial was made from Xtradecal generic RAF serials, also laid onto clear sheet in the first instance before they were applied as a single item to the model.

Contrary to some ideas there is no such thing as a 'standard' RAF code letter: it is possible to find local variations. I had to do a bit of research on the Hannants website to find the correct form of 'M' and 'W' in a Tally Ho! Sheet, and these went on the model with no problems. The fuselage roundel was also rather distinctive and demanded a bit of lateral thinking to combine a thin yellow outline with normally proportioned red, white and blue sections. I used the kit decals for the underside roundels and fin flashes while the upper surface Type B roundels came from an Xtradecal generic sheet.

Once the decals had hardened overnight they were first sealed with a coat of Tamiya Clear and then the model finished off with a coat of Polly Scale Clear Matt varnish.

All that was left was the final assembly. The undercarriage is very simple, with just the main leg and trailing-arm on each side, then the wheels are clipped in position. I used five-minute epoxy for strength when the legs were fitted into the wells. The tailwheel is a bit more delicate than usual though it presents few real problems, but the fitting of the engines into the cowlings is nerve-wracking. Once installed in the cowlings the conical engine mounts are simply glued into the nacelle fronts and the exhaust pipes sorted out. Propellers and navigation lights were then glued on and once the masking had been removed from the transparencies it was ready for final photographs.

Summary

Looking back I feel I could have done a lot more. Opening up the bomb bays and correctly modelling the radio fit comes immediately to mind, and I now think that it would be a rewarding project. This isn't the easiest of kits to build, but there is little here that should intimidate the competent builder and, like all projects, it rewards a bit of effort.

The overall size and shape is good and I am sure that, just like the original, Classic Airframes' version of 'Faithful Annie' will be remembered with affection by those who encounter her.

SAMI

The Managing Editor would like to thank Ellie Gittos of IWM Duxford for granting him access to the collection's preserved Anson Mk I during the preparation of this feature.

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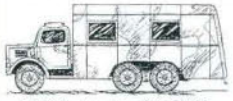
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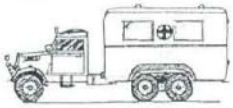
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BUILD 1/72

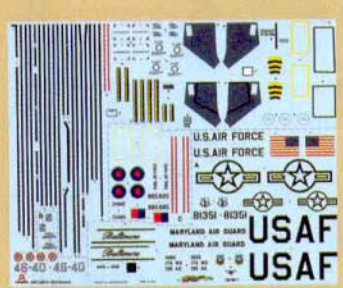
BY MIKE WILLIAMS

Super Herc

With a little (resin) help from a friend, Mike Williams turns Italeri's Lockheed Martin C-130J into an accurate RAF Hercules C.5

C-130J Hercules

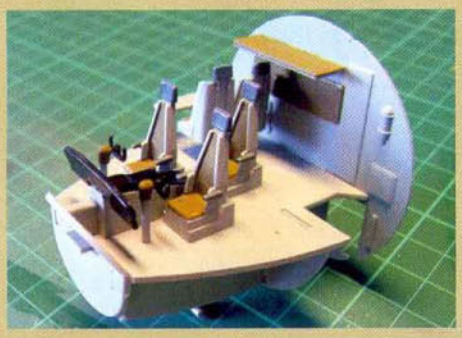
Scale: 1/72	Kit No: 1255
Price: £23.99	Panel Lines: Raised
Status: Revised Tooling	Decal Options: 3
Type: Injection-Moulded Plastic	
Parts: Plastic 122, Clear 17	
Manufacturer: Italeri	
UK Importer: The Hobby Company	



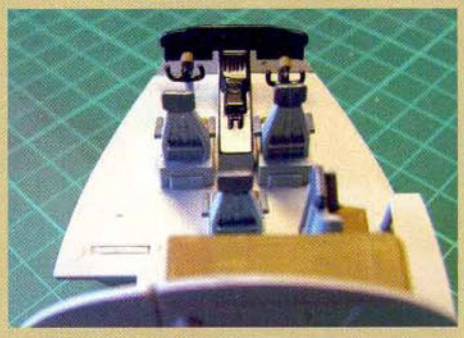
The C-130 Hercules has been built in large numbers and serves around the world, a workhorse that can go more or less anywhere, due to its near-STOL performance and rough field landing capabilities. The newest version to enter service is the Lockheed Martin C-130J 'Super Hercules'. Externally the 'J could be mistaken for no more than a re-engined 'H model, but it is essentially an entirely new aircraft. The obvious differences are its four Rolls-Royce AE2100D3 turboprops, each flat-rated at 4,591 shp, combined with the Dowty Aerospace R391 six-blade all-composite propellers. The aircraft, which is manufactured in standard C-130J and 'stretched' C-130J-30 variants, features many new technologies that make maintenance and service procedures simpler and far less frequent than on previous C-130s. The flight deck follows the 'dark cockpit' concept with four active matrix liquid-crystal multifunction displays and a Flight Dynamics HUD that is certified as a primary flight instrument, plus many more upgraded or completely new systems. Performance-wise, cruise, climb, take-off and landing are all improved over previous models.

When Deputy Editor Gary Hatcher offered me this kit I agreed knowing that my modelling friend Jennifer Wright, who is an Aircraft Technician in the RAF, would be able to provide me with plenty of information on the build. After a chat regarding accuracies and differences between C-130 models and types in relation to the kits available, Jen gave me a wealth of information and photographic reference from her personal collection, as she is working on a long-term project to make a Hercules model. She pointed out to me that Italeri's parts for the 'J model engines are woefully inaccurate and the propellers are very thick and heavily moulded. Jen has just produced a complete set of replacement resin engines and props for the C-130J, and kindly offered me a test shot to try out on this kit so that she could modify them based on my feedback regarding fit before making them available as aftermarket items (see the end of this article for details).

This kit is a revamp of the C-130 Hercules that Italeri previously released in various guises, incorporating updates to build a 'J model. It consists of four large grey sprues, one clear sprue, and one new sprue containing the parts for the 'J's new engines and props, plus a smaller sprue for the various antennas common to the 'J.

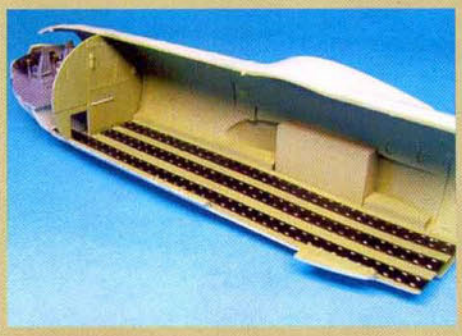


The cockpit area is adequately detailed for the scale and has nice touches like a fold-down bunk and flight engineer's table



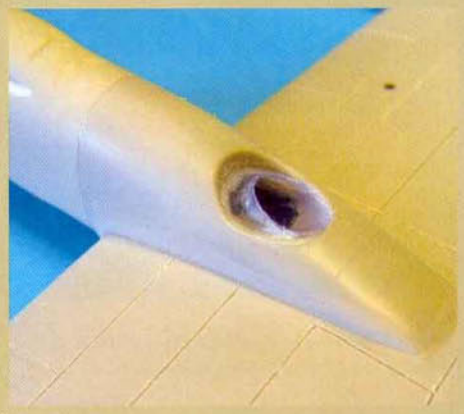
C-130J's flight deck follows the 'dark cockpit' concept with four AMLCD multifunction displays

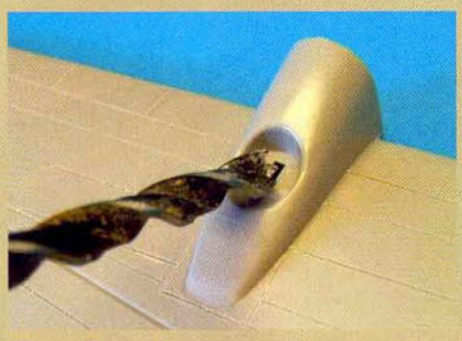
Flight deck installed, and plenty of lead shot added to the extreme nose to avoid 'tail-sitting'



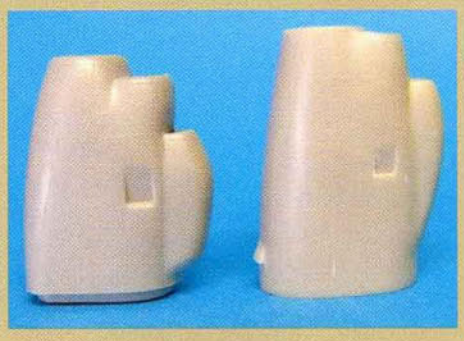
Cargo bay floor installed

Mike added some interior ribbing, strengthening bars, boxes and panels, plus padding from Klear-soaked kitchen towel

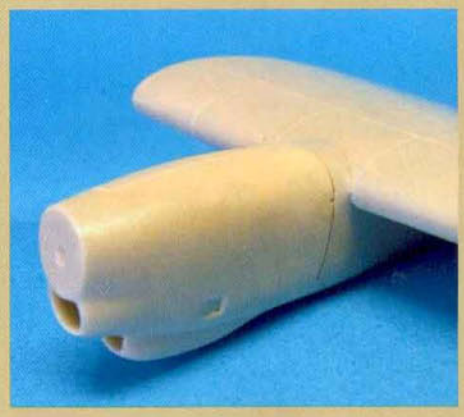




Drilling out the kit's unconvincing exhaust outlets, which were replaced with section of drinking straw



Resin nacelle (left) compared to kit item, and installed on the wing, needing just a touch of filler at the upper corners



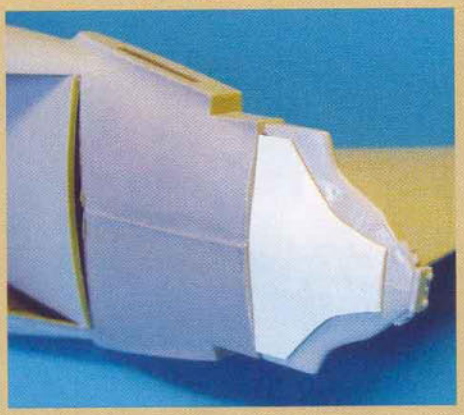
There is also a very nice decal sheet that is beautifully printed and in perfect register. Add to this the usual Italeri multi-fold-out instruction sheet. Also of note is that Italeri include an A5 photographic reference manual with superb walk-round-style pictures of an Italian Air Force C-130J.

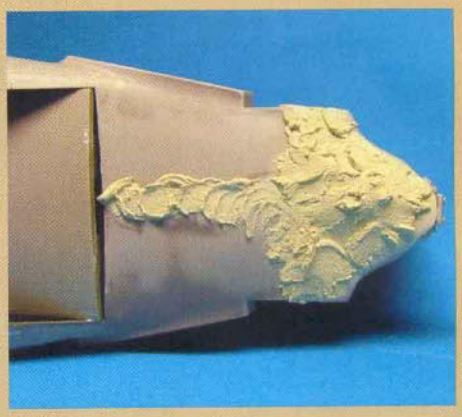
I decided to rescribe the whole exterior of the airframe — quite an ambitious project given that I had never successfully rescribed an entire model, let alone one of this size. I used the kit's fine raised panel lines as a guide and used a sharpened sewing pin chucked in a pin-vice. To ensure the needle stayed on the lines it was supposed to follow, I used Dymo self-adhesive labelling tape as a straight-edge. I scribed three or four passes on each line, trying to keep each one the same depth to ensure continuity. To make the job more manageable I scribed fuselage halves, wings and tailplanes separately before major assembly. After each part had been rescribed I wet-sanded all the airframe parts with 400-grit wet 'n' dry used wet to remove the raised panel lines and scribing any ridges, then washed them in mild soapy water using an old toothbrush to remove scribing dust, greasy fingerprints and Dymo adhesive residue. I then repeated the sanding using 1200-grit wet 'n' dry using plenty of water, followed by a final rinse-off before the parts were set aside to dry. I ran extra-thin liquid cement into a few of the rescribed lines around the nose area to soften their edges as they appeared to be rather harsh, though this might have been me being heavy-handed whilst scribing.

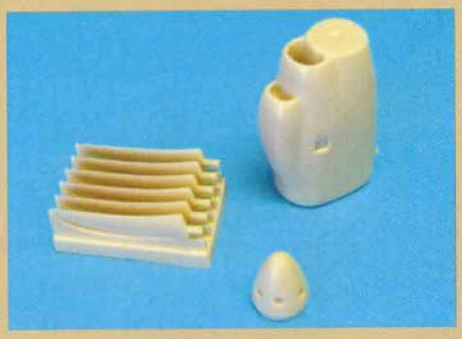
Assembly of the kit starts with the cockpit area, which is adequately detailed for the scale and has nice touches like a fold-down bunk and flight engineer's table as separate items. It also features the new EFIS-type instrument panel fitted to the 'J and two control yokes, as well as a rear bulkhead and floor beneath which the nose gear bay is attached. I assembled the cockpit as per the instructions and added foil seat straps, then attached this to the cargo bay floor. I also added some lead shot in the nose to stop the model tail-sitting.

At this point the fuselage halves can be joined with the interior sub-assembly added. However, I decided to leave the rear cargo ramp open. Inside the fuselage halves are some very rudimentary suggestions of sidewall detail. As a complete scratchbuilt interior would be very time-consuming to build, not to mention how little of it would be seen, I opted just to detail the parts that would be readily seen inside the cargo bay on the finished model. The Hercules has soundproof padded lining inside the fuselage and to replicate this I used ordinary kitchen towel cut into strips and soaked in Klear, then draped into the moulded sidewall recesses. These fitted to the curvature of the fuselage easily and the Klear acted as an adhesive, drying rock-hard so that it could be painted and weathered. I added ribbing, strengthening bars, boxes and panels using items from my spares box, etched brass and plasticard strips. I painted all the interior cargo areas in Humbrol 31 slate grey, then gave it all a light wash using thinned Tamiya X-19 smoke to add some depth. The cargo floor was masked into stripes and then I brushed on Humbrol 85 satin black and added

Kit's replacement 'beaver tail' for the C-130J was a poor fit and needed a slice of plasticard and putty to fair it in

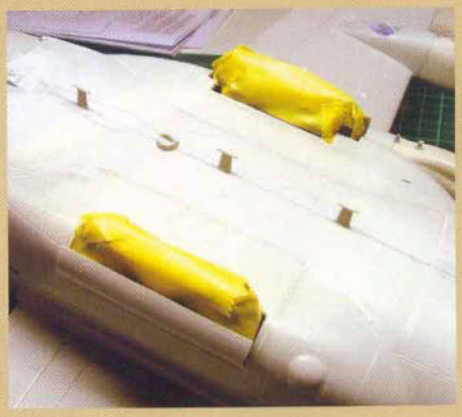






Jennifer Wright's replacement resin Dowty six-blade propellers and RR AE2100D3 engine nacelle

A simple but effective way to mask cargo and crew doors for painting — blocks of packing foam from the box of a new watch



"Once the wings were attached I had a rather large model to contend with"

Basic painting completed using Xtracrylics Air Mobility Command Battle Gray over black enamel preshading

Masking up the walkway panels with Tamiya tape...

the tie-down points with a silver paint marker. This completed the interior details and the fuselage halves could then be fixed together. I had added the interior porthole windows and masked them on both sides as protection from painting the fuselage interior. My big *faux pas* here was to join the fuselage halves without removing the masking from the interior, so the only option was to punch the windows into the fuselage, shake them out of the open cargo door, and replace them later with using Kristal Klear.

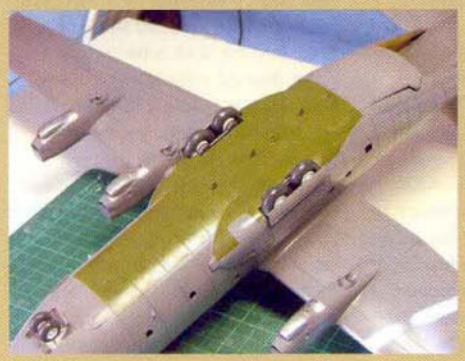
Next I turned my attention to the wings and resin engine correction sets. I offered up the resin engines to their nacelle openings on the wing leading-edges and they seemed to have a good fit apart for the top two corners of each engine. The wings needed some sanding to blend them in, but this was relatively simple to do once the engines were attached using thick cyanoacrylate, which cures slightly slower than regular CA and thus allows for repositioning before it sets really hard. I set to with the wet 'n' dry paper used with plenty of water to avoid the toxic dust created when sanding resin. The useful thing about using thick CA is that it acts as a wonderful filler and sands down as smooth as the surrounding plastic and resin, thus giving a uniform finish when painting. I also had to modify the exhaust outlets at the rear of the lower nacelles, as the supplied kit items were just fictional in comparison to the real thing. I discarded the parts that were meant to represent the outlets, took a power drill set to 'very slow' and drilled out the openings to the correct diameter to allow for a drinking straw to be fixed, then sliced it at the oblique angle to better represent the exhausts. One modification that I recommended to Jen was that the cooling vents she had cast onto the tops of the engine nacelles were all too easily knocked off or sanded away when fairing in the resin parts to the wings. I added the kit-supplied parts for these vents and they looked fine once painted.

The extreme rear of the 'J model Hercules features a distinctly different profile to the 'beaver tail' directly under the rudder. Italeri supply a two-piece affair here to replace this area. I followed the instructions and cut the parts directly in line with the rudder, but I should have checked my references more closely. The kit instructions are about 2 mm out in their measurements, thus putting the replacement 'beaver tail' too far forward and resulting in a nasty step in the fuselage. I don't know whether it was just me not adhering to the old adage 'measure twice, cut once' or if the kit has a serious flaw. Had I simply reshaped what was already in the kit I would got a better result, but I added a slice of plasticard and smothered it with Squadron white putty, then sanded it all down to blend in nicely — a lot of work which I feel could have been avoided. We live and learn!

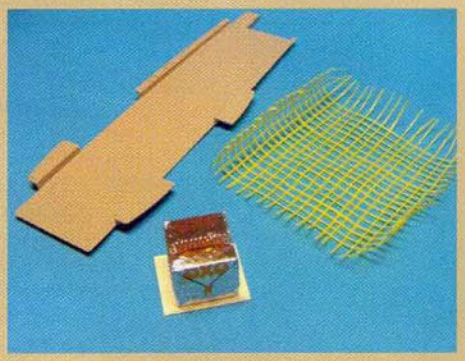
Finally, I was able to attach the wings and tailplanes to the fuselage and now I had a rather large model to contend with on the workbench. All joints were filled before I rescribed any lost panel lines, then added the flight deck roof, which was an excellent fit that needed only the slightest sanding to blend in with the upper fuselage before I masked each cockpit window with Tamiya tape. The undercarriage and props were assembled and painted then put

...and tape removed

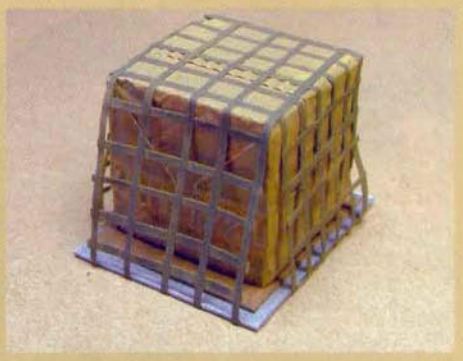
Decalling process under way

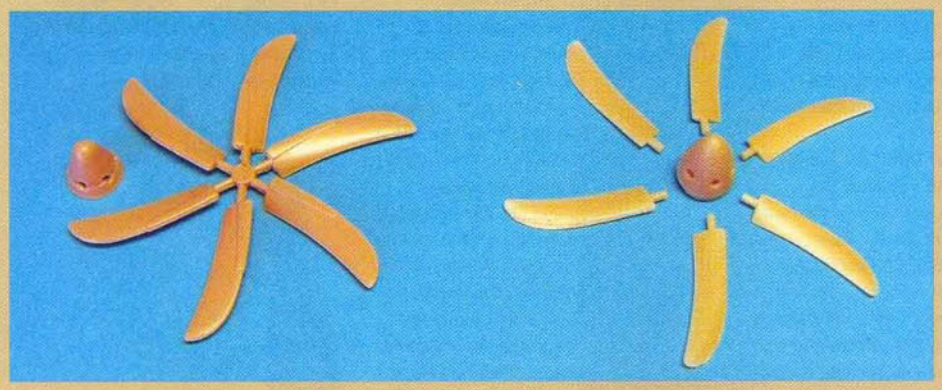


Humbrol 163 gave a good approximation of the 3M rubberised protective coating beneath the C-130J's belly

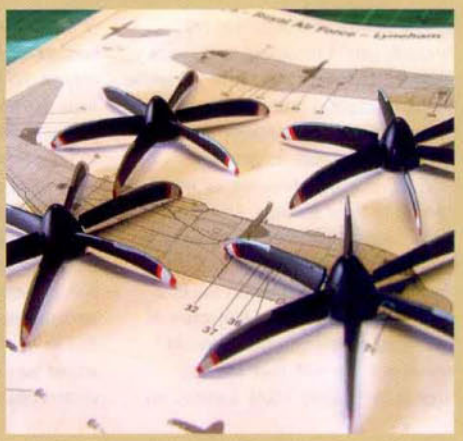


A humble beef stock cube provided the basis for the Herc's cargo pallet



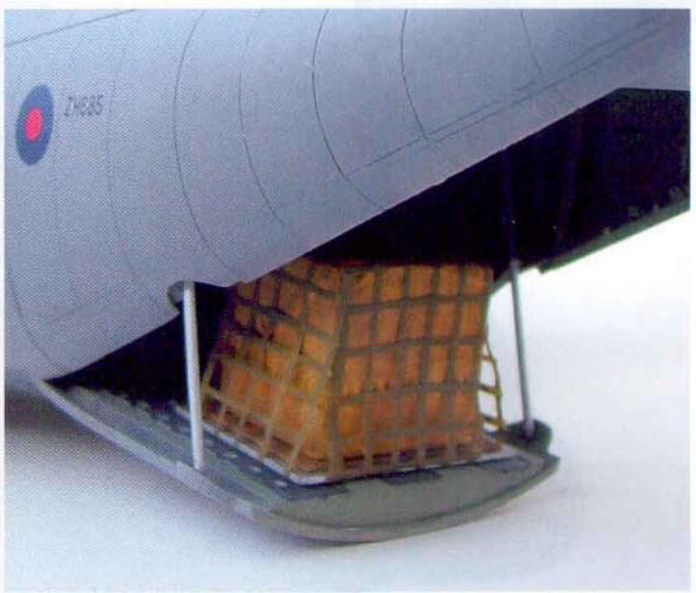


Jennifer Wright's resin propeller blades prepared for assembly, and finished, correctly 'feathered'



aside whilst I masked the gaping hole in the rear of the fuselage in order to start spraying the main airframe. I used a simple but effective technique to fill the cargo and crew doors — a couple of blocks of packing foam that had been in the box of a new watch I had recently bought. Just proves you should never throw anything away: you never know when it may come in handy!

With all masking done I set about preshading, which was a technique I had read about but never put into practice. I wanted to keep it very subtle, as the C-130J is a relatively new aircraft and doesn't seem to get very dirty apart from around its engines and control surfaces, and on the lower fuselage due to the proximity of this area to the ground during rough-field operations. After preshading with black enamel I used Xtracrylix Air Mobility Command Battle Gray for the overall colour. I had a few practice runs using this new paint, which was new to me, and had some trouble getting it to behave in my Iwata airbrush. After some Internet browsing and questions to online modelling communities I found that if thinned 50:50 with warm tap water it sprayed beautifully, leaving a lovely finish with a slight sheen. I added the green panel to the lower fuselage, which is a new coating being given to some of the RAF C-130J fleet that the aircraft depicted on the kit decal sheet has been seen sporting in recent times. Jen informed me this is a self-adhesive rubberised coating made by 3M that protects the belly of the aircraft from debris, especially during rough-field operations. I masked up the area then sprayed Humbrol 163 dark green, which is a good approximation of this coating's colour.



After some more consultation with Jen, I concluded that the walkway lines provided in the kit for the fuselage top and upper wings are too thick, so I decided to mask up and paint them. The masking was relatively easy as the lines given in the paint instructions are accurate for an RAF aircraft so I just followed these using thin strips of Tamiya tape and then stippled on thinned Humbrol 33 matt black to give a patchy, worn look to the lines. This gave a much better impression of the walkways than if I had tried to get all the various lengths of black decal stripe to align.

out came the Sellotape and I ripped off the offending stencil decals. In so doing I managed to pull up a bit of paint in a couple of spots, so I airbrushed these to patch them up, thus imparting some more inadvertent 'weathering' which added to the effect.

After the decals were dry and the model had been rid of water marks and residual decal adhesive I gave it another light coat of Klear ready for panel line highlighting. I ran some thinned black/grey/white enamel mix into the panel lines on the upper fuselage and tail, then streaked them in the direction

And so on to the decalling, my favourite part of modelling as it seems to bring the subject to life. I gave the whole model a couple of coats of airbrushed Klear to form a glossy barrier and the decals went on with no problems whatsoever using Micro Set/Sol where needed to avoid silvering. After I had done the deed and showed the work in progress to Jen for her opinion before I finished the Herc and added the final details, she informed me that many of the stencil decals provided were not common to the RAF fleet and only applied to Italian or USAF versions, so

of the airflow using a thinner-moistened cotton bud. I kept it quite subtle, and only on the main moving parts such as flaps and ailerons, to simulate fluid leaks and oil stains.

After a final Matt Cote the antennas were fitted and I masked the prominent de-icer boot on the lower leading-edge of the fin, then brushed-painted Humbrol 85 satin black as, being made of rubber on the real aircraft, the boot has a slight sheen to it. The last bit of weathering to be added was exhaust staining on the undersides of the wings, using matt

black airbrushed on in thin coats to build up the effect.

Jen's replacement resin props were excellent and just needed careful painting to get the red-and-white-striped tips all equal in appearance. This was time-consuming, as each engine has a six-blade prop — 24 blades to mask and paint! I noted from the reference pictures that the propeller blades always go to the feathered position when the C-130J is parked; the kit instructions would have you believe otherwise. Each blade was superglued into its locating hole and carefully aligned with the next for symmetry, another time-consuming task, but one which makes all the difference to the finished model.

All that was needed now was to remove the masking and add hydraulic rams to hold the cargo door ramp open. I wanted to put something on the ramp to avoid a gaping hole in the rear of the aircraft and found a picture of a cargo pallet with strapping that provided inspiration. I hunted the spares box and the whole house for ideas for a scale cargo pallet, to no avail. Whilst I was rummaging through kitchen drawers my wife enquired as to the nature of my quest and came up with the wonderful idea of using a stock cube! I offered this modest item up to the cargo ramp of Herc and it was perfect for the job. I cut out a couple of plasticard squares a little larger than the stock cube to make a pallet, then cut strips of masking tape from which to fashion a tie-down net, and soon had a perfectly acceptable generic cargo pallet to fill the void. I really enjoyed this build. It seemed a lot of work to get the Italeri kit up to scratch as a 'J model Herkybird, but it was worth the effort. Along the way I learned a lot about the C-130J as well as some new modelling techniques.

All that remains is for me to say how indebted I am to Jen Wright for all the reference material I could possibly have wanted, and not least for the chance to be a guinea pig for her resin engine update. Any SAMI readers interested in purchasing these sets should email her at desmojen@hotmail.co.uk

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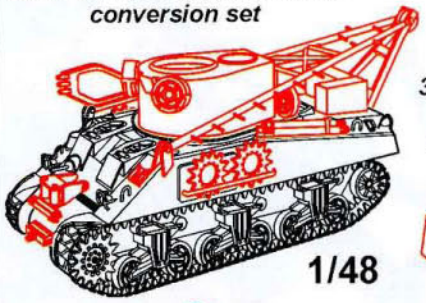

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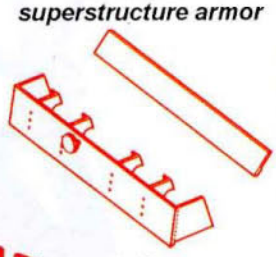
3078 Pz.Kpfw. III Ausf L New rear superstructure armor



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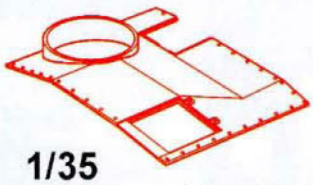

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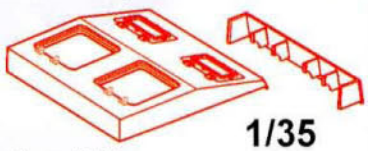

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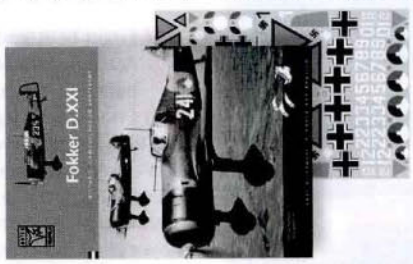

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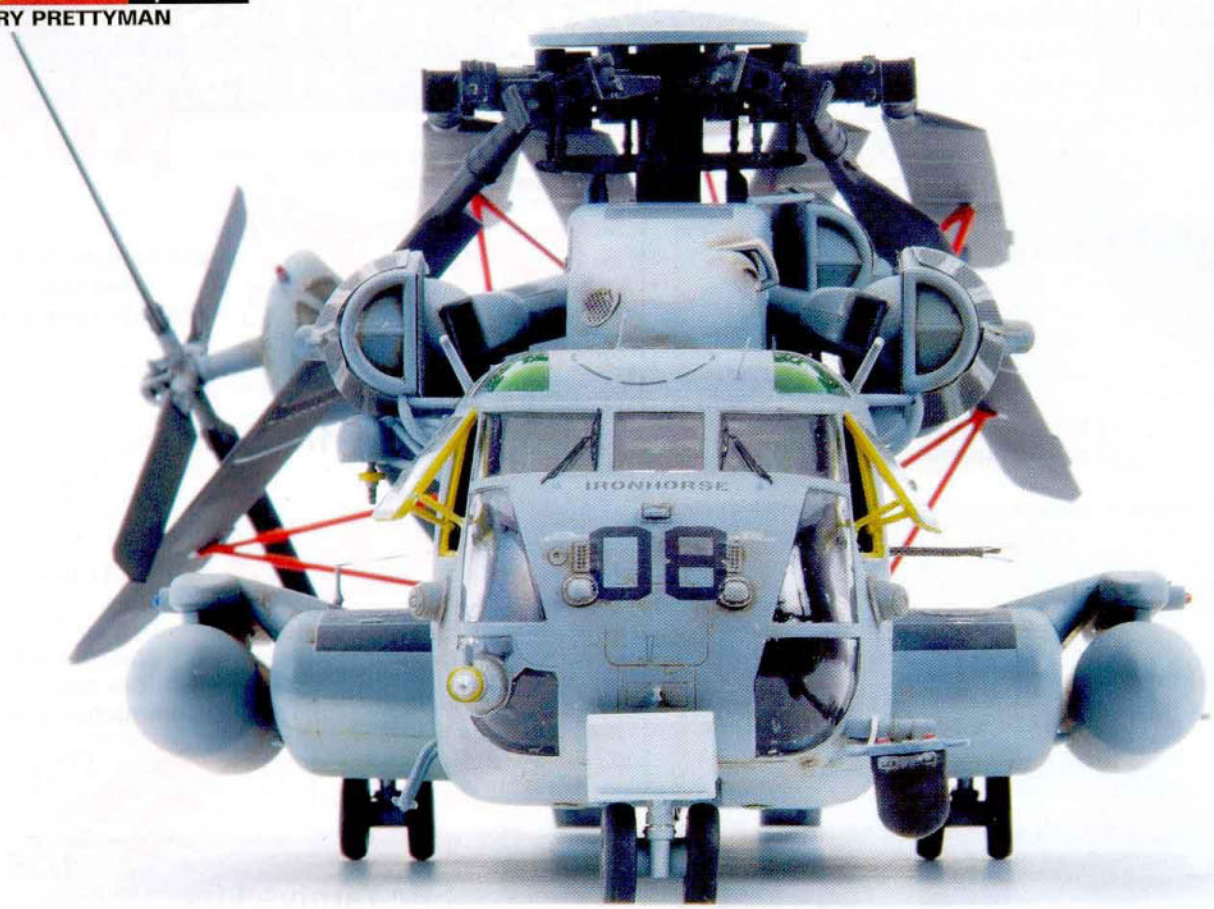
BY GARY PRETTYMAN



Iron Horse

Garry Prettyman builds Academy's 1/48 scale Sikorsky CH-53E Super Stallion

Kit box art

The Eduard etched-brass sets which Garry used to detail his Super Stallion

It must be at least two years since Academy released their first large helicopter, the Boeing/Vertol CH-46E Sea Knight. I built that kit and thought it was a winner: big, full of detail, featuring separately moulded interior walls, and a joy to construct apart from the annoying presence of ejector pin marks in places that were readily visible.

So let's see if Academy have done any better with the CH-53. The large box with a picture of a CH-53 flying over a road (I presume somewhere in Iraq) with one of its .50-calibre machine guns blazing away was all very dramatic. Inside were masses of parts contained on seven sprues of light grey plastic and one of clear, all beautifully detailed inside and out. To provide as much internal detail as possible Academy have moulded the interior halves separately. On the CH-46 these parts had many intrusive ejector pin marks, but this time Academy have moulded the interior with pin marks only in those places where they are easily dealt with. I just filled them with small discs of plasticard made with my punch-and-die set. A 24-page booklet gives concise construction details in the form of exploded diagrams. There are two decal sheets, one for the main markings of which you get three options, and an extensive set of stencils.

Paint numbers are called out at each construction stage with references only to the Mr Hobby range, so you will have to use a colour conversion chart if you choose to use alternative sources.

Construction

The build starts with the rotor head, and here you have the choice of having the rotors extended or stowed. I chose the latter purely because of the limited display space I have at home. If you

A CH-53E Super Stallion carrying Marines from the 24th Marine Expeditionary Unit bound for Kuwait lifts off from the flight deck of the USS Iwo Jima for a training exercise in October 2006 (USMC/Lance Cpl Andrew Carlson)

Stallion's Tale

A Super Stallion of HMH-361 creates a massive dust storm as it lands to pick up the Marines in the Al Anbar Province of Iraq in September 2006 (USMC/Cpl Richard A Hilario)

A CH-53E Super Stallion of HMH-265 (Reinforced), 31st Marine Expeditionary Unit's aviation combat element prepares to land on the flight deck of USS Essex during an Amphibious Ready Group Exercise in October 2006 (USMC/Cpl Kamran Sadaghiani)

Marines with Landing Support (LS) Section, Combat Logistics Battalion 22, hook two Hummvees onto a hovering CH-53E during an external lift training exercise at Fort A P Hill, Virginia in February 2007 (USMC/Sgt Ezekiel Kitandwe)

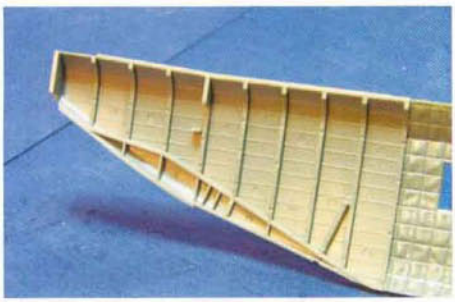
A helicopter support team from USMC Base Camp Pendleton unhooks underslung cargo from an HMH-462 Super Stallion during training at 29 Palms, California in September 2006 (USMC/Lance Cpl George J Papastrat)

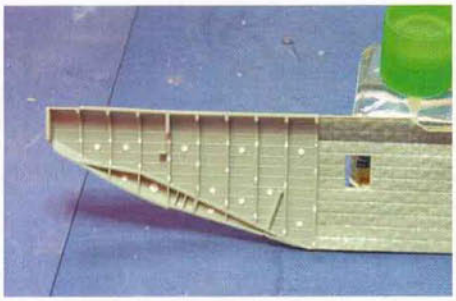
The twin-engined Sikorsky CH-53 was designed as a heavy lift assault transport helicopter. It entered service with the US Navy as the CH-53A Sea Stallion, the USAF as the CH-53B/C and the US Marine Corps as the CH-53D. The CH-53E Super Stallion was a follow-on development of the CH-53D which first flew in YCH-53E prototype form in 1974. The Super Stallion features many improvements over the earlier model, including addition of a third 4,750 shp General Electric T64-GE-419 turboshaft engine giving the helicopter an ability to lift the majority of the US Navy's Fleet Marine Force's equipment; improved, seven-blade main rotor; redesigned tail unit with its vertical surface canted 20° to optimise anti-torque authority and provide some lift in the hover from its new all-composites tail rotor; dual digital automatic flight control system (AFCS); night vision goggle (NVG) compatible cockpit; externally mounted forward-looking infrared (FLIR) turret; dual-point cargo hook system; and an engine anti-icing system to give it true all-weather capability.

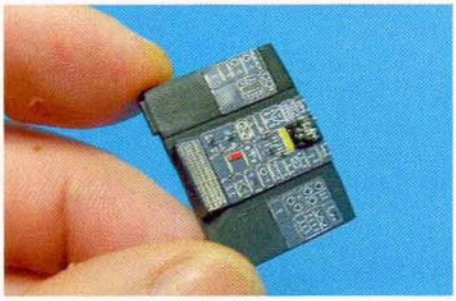
The CH-53E serves the US Marine Corps in the heavy lift transport role, in which guise, with a maximum internal load of 69,750 lb, it can carry up 55 troops and with an external load limit of 73,500 lb it can airlift equipment such as a 16,000-lb M198 howitzer or 26,000-lb light armoured vehicle. It can also retrieve downed aircraft and helicopters, including another Super Stallion. Unrefuelled range is 540 nautical miles, with inflight refuelling extending endurance and range as required.

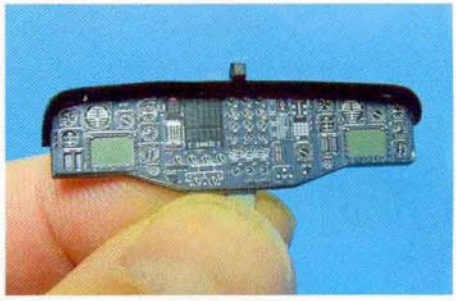
A Super Stallion from HMH-166 (Reinforced), Marine Aircraft Group 16, 3rd Marine Aircraft Wing, prepares to lift an armoured vehicle near Al Asad, Iraq in January this year. The MCAS Miramar, California-based Wing recently completed the longest deployment in its 62-year history, having arrived in Iraq in February 2004 to support Operation Iraqi Freedom (USMC/Cpl Paul Leicht)

Crew chief Staff Sgt Joshua Nesselhauf aims the GAU-21 .50 machine gun out the rear ramp of an MCH-465 Super Stallion during training near Yuma, Arizona in July 2006. The rear-mounted gun is one of three with which the Super Stallion is equipped (USMC/Lance Cpl George J Papastrat)



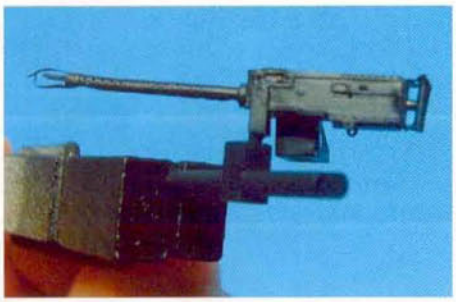






Ejector pin marks on the fuselage interior were filled with small discs of plasticard

Cockpit interior and instrument panel with Eduard brass details



Pintle-mounted .50 calibre machine gun with Eduard brass details

Basic fuselage assembly completed and masked prior to painting...

...and after spraying with Halfords grey primer

want to display your Super Stallion with rotors ready for flight then it is straightforward, but if you want to show them folded do study the diagrams carefully, as it is easy to slip up and encounter difficulty in establishing just where all the parts go. A lot more detail such as hydraulic lines can be added to the rotor head assembly if you wish, but you will need good references.

Next I moved on to the fuselage halves. Once again, look at the diagram carefully as you have to drill lots of holes for the sponsons, aerials and rotor mounting systems, all in different places depending on which machine you are constructing. I used Eduard's internal and external etched brass detail sets. Fitting the brass did take quite a bit of time, but I think it was all justified by the end result and really enhanced the finished model. Before any brass was fitted I had painted the cockpit in Tamiya flat black XF1 and then shaded it with NATO black XF69. Academy supply you with a decal for the instrument panel but as I was using the brass set I consigned this to the spares box. The cabin sides were first sprayed Sky Grey XF19 and this colour was then mixed with a little Light Grey XF 66 for shading. The cargo bay jump seats were sprayed and shaded with Olive Drab XF62. All the remaining details were picked out using various colours from the Tamiya range.

While all this was drying I fitted the cabin windows so as to make life a little easier when it came to painting. I was also using the Eduard masks and these proved a godsend. Before fixing the cockpit glazing, part E1, I painted the insides of the upper 'eyebrow' windows with Tamiya clear green.

Next, I assembled the fuselage sides, as well as the underside, and set it all aside to dry. As I was building this model with the doors open, my attention now turned to the .50-cal machine gun. For detailing the gun I used parts from the Eduard set. Although these can be quite fiddly, the end result was very pleasing. The gun was to be fitted at the end of construction. I now installed all components which I could fit safely before painting, such as aerials and inflight refuelling probe.

The tail rotor section was next and this proved to be problem-free.

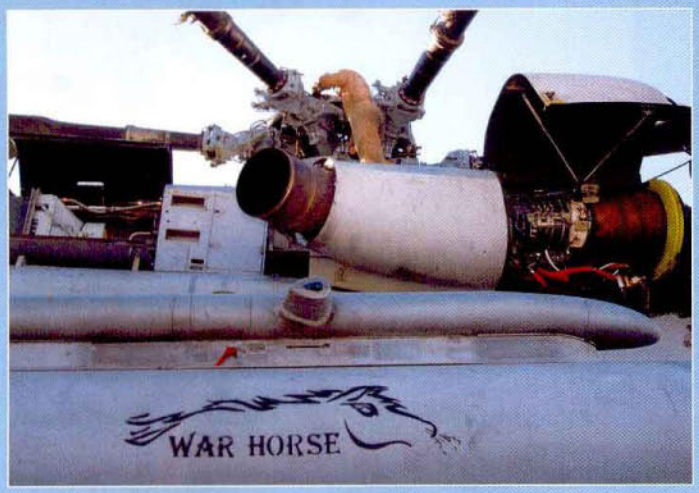
I now masked up all the open holes ready for the painting session.

Painting and Decalling

The first thing I did was to spray the exhausts in Alclad II pale burnt metal. When dry these were masked with Tamiya tape. I then gave the whole model a coat of Halfords grey primer.

A CH-53E demonstrates its strength by lifting a 25,000-lb Assault Amphibian Vehicle, creating hurricane-like conditions for the Marines on the ground (USMC/Staff Sgt Chad McMeen)

General view of USMC CH-53E Super Stallion (Sikorsky)



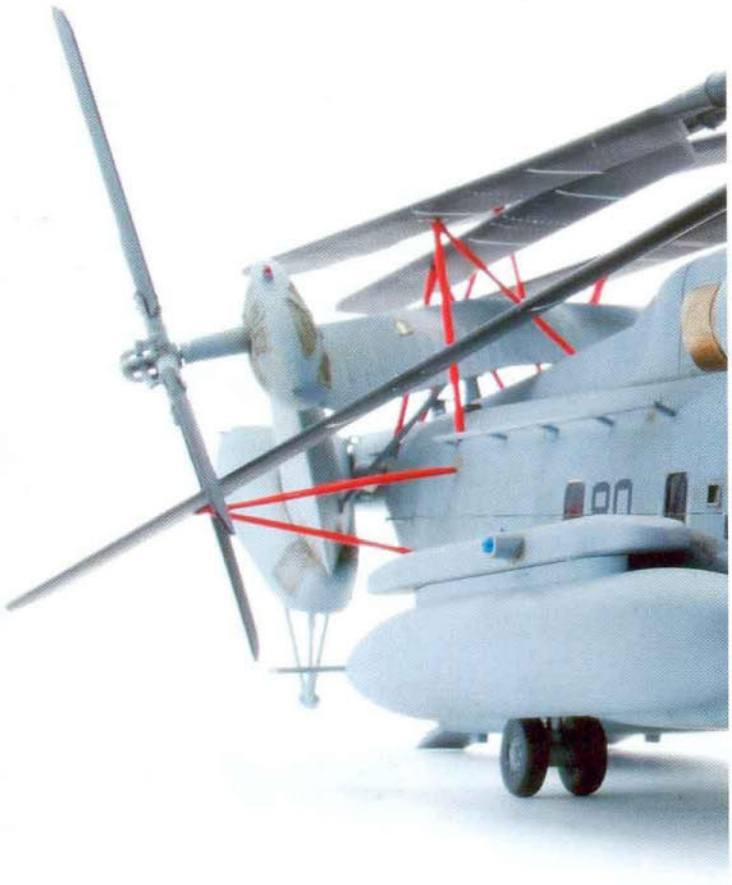
An HMH-465 Super Stallion, carring the unit call sign 'Warhorse' on its fuel tank, undergoes routine maintenance on its engines and rotor head at Al Asad, Iraq in November 2006 (USMC/Cpl Jonathan K Teslevich)

Marines and sailors of Company A, Battalion Landing Team 1st Battalion, 5th Marine Regiment, 'fast-rope' from an HMH-265 CH-53E onto the flight deck of the USS Essex during a training exercise. 'Fast-roping' is quicker than rappelling and can be more hard-hitting especially when personnel are carrying weapons and other combat equipment (USMC/Cpl Kamran Sadaghiani)

HMH-361 Super Stallion airlifting a downed UH-60 Black Hawk in Al Anbar Province, Iraq in September 2006 (USMC/Cpl James B Hoke)

Two CH-53Es of USMC squadron HMH-261 (Reinforced), the aviation combat element of the 22nd Marine Expeditionary Unit (Special Operations Capable), taxy down the flight line at Al Asad Airfield, Iraq in December 2005 (USMC/Sgt Richard D Stephens)

Marines with RCT-2's TRAP platoon sprint off an HMH-363 CH-53E during a training exercise. Note heavy weathering on the Super Stallion (USMC/Cpl Adam Johnston)



This was followed by checking for and rectifying any flaws. The first colour I sprayed was thinned Tamiya black paint to all the panel lines, followed by Light Gray FS36495 on the undersides. This was followed by Dark Compass Gray FS36320, with the last colour being Dark Blue/Gray FS15237. All of these colours were sprayed freehand and came from the excellent Hannants Xtracrylix range. These paints have a semi-gloss finish, and I have found that there is no need for a further gloss coat before adding the decals.

Academy's three decal options, all US Marine Corps helicopters, are:

- 1. CH-53E BuNo 161451 '08/CJ' *Iron Horse*, HMH-461, *Operation Iraqi Freedom*.
- 2. CH-53E BuNo 162483, HMH-466, MCAS Tustin, California, 1980.
- 3. CH-53 '04/EN', HMH-464, MCAS New River, North Carolina, 1990.

I chose to model *Iron Horse*, in the tactical grays scheme. The decals went on without any fuss with use of Micro Set and Sol. After leaving them to dry overnight I was ready to do some weathering, and started with raw umber oil paint run into the recessed panel

Helicopter airframe mechanic Lance Cpl Barron W Mazikowski prepares to fold the tail rotor section of an HMH-361 Super Stallion at MCAS Miramar, California (USMC/Cpl Jonathan K Teslevich)

During his preflight inspection Corporal Matt C Shamrell climbs along the top of an HMH-361 CH-53E at MCAS Miramar, California to remove covers and tie-downs (USMC/Cpl Jonathan K. Teslevich)

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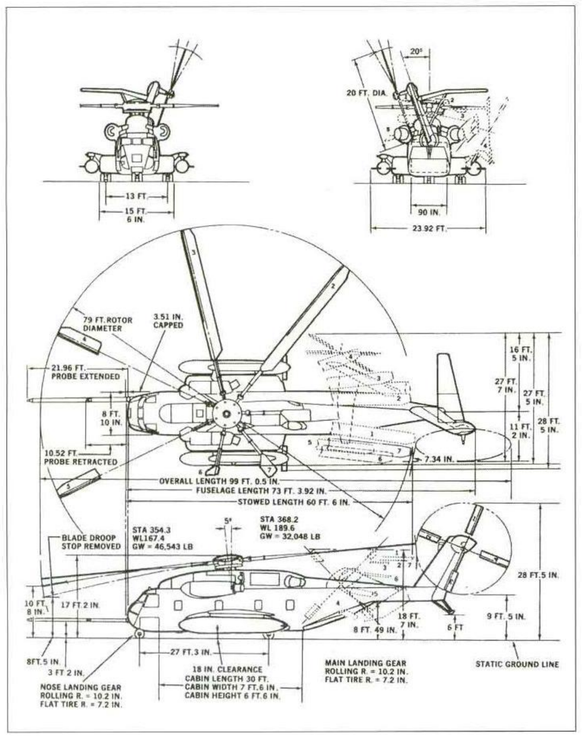
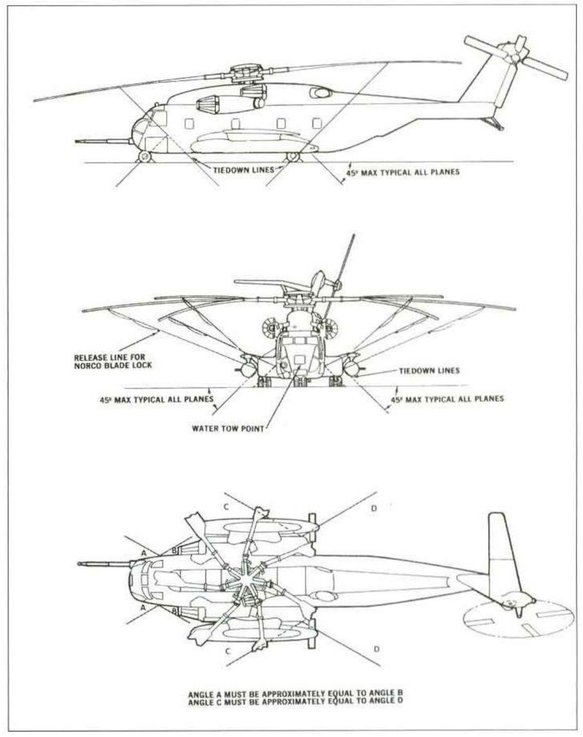
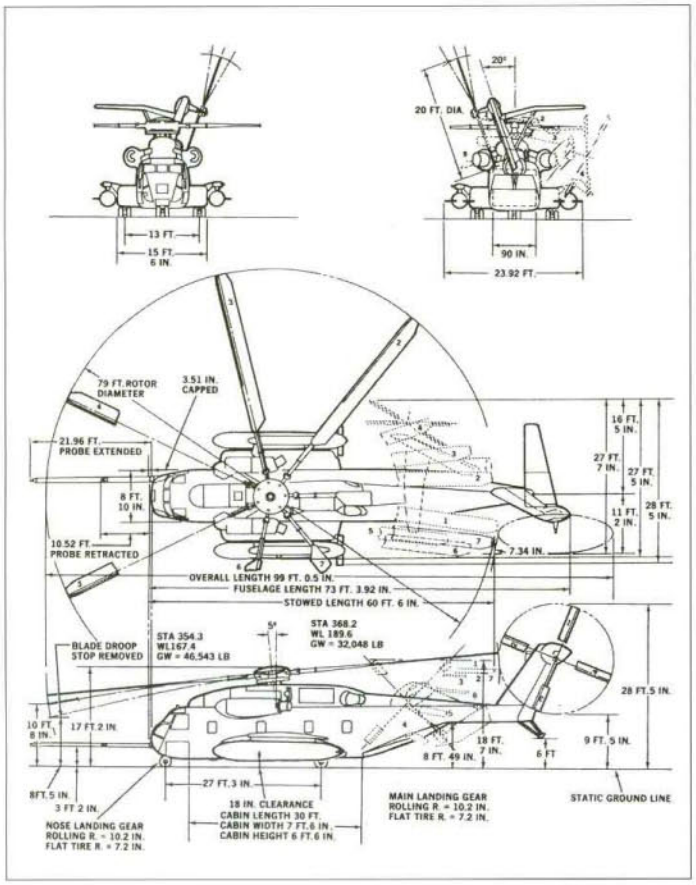
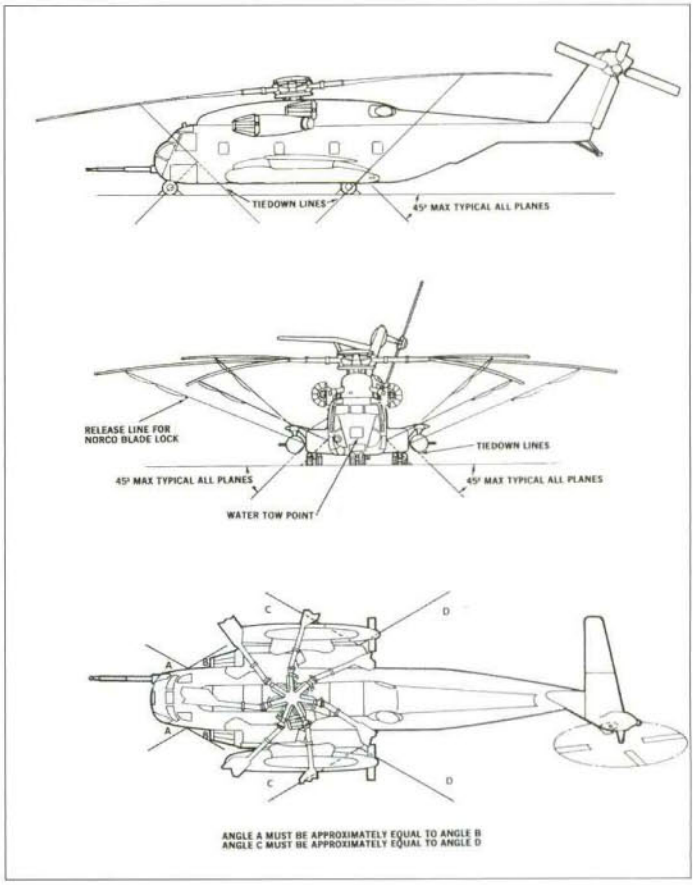




General arrangement drawings of CH-53E Super Stallion (Sikorsky)





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BY ANGUS McDONALD

Mirage IV

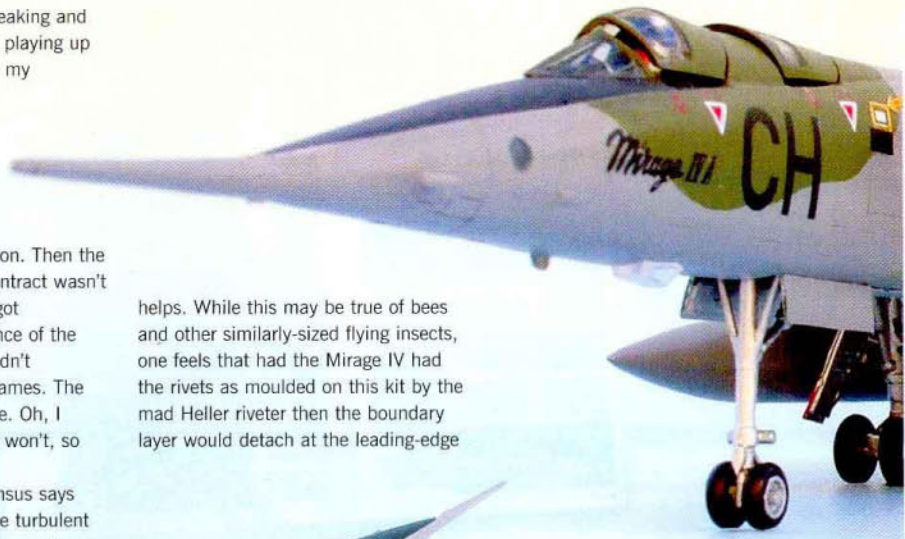
A 50p 'bargain box' buy proved a challenging build for Angus McDonald

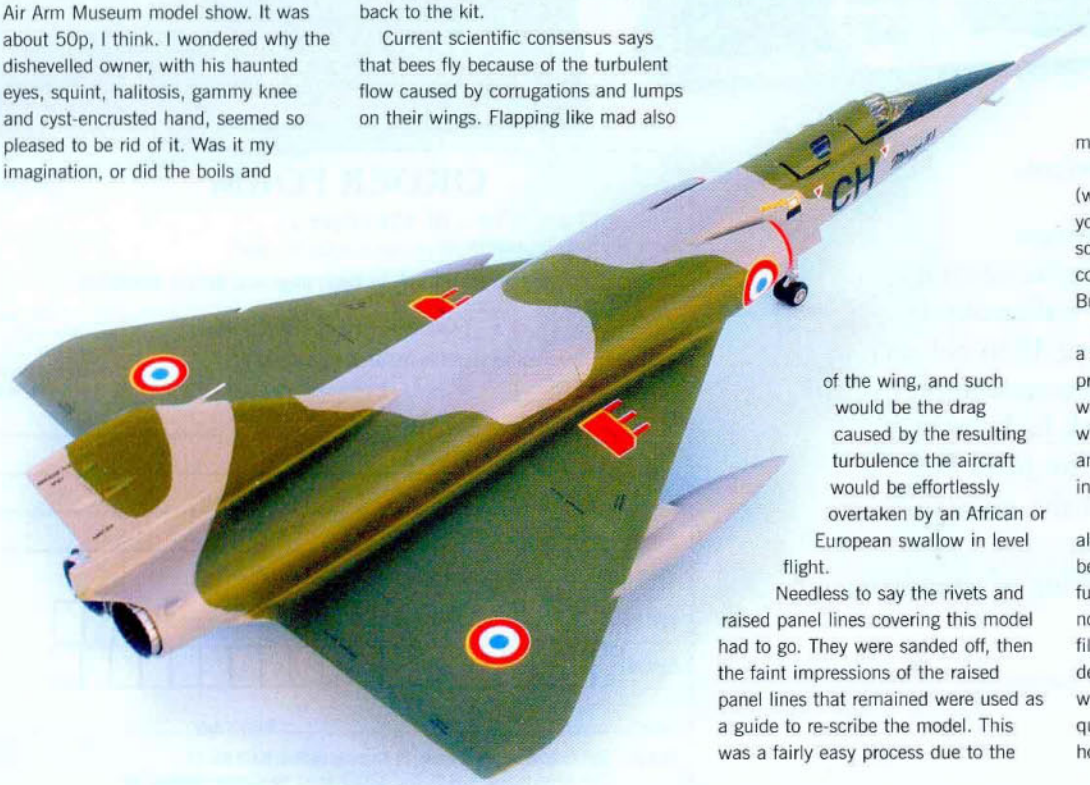
They say that the Porsche 550 Spyder owned by James Dean, and in which he was killed, was cursed. They go on to say that anything that uses any part of the car will be similarly cursed. Well, all I can guess is that when it disappeared from that freight train in 1960 it was melted down, and a large quantity of the metal was used in the mould for this kit. The disasters I've had with previous kits, so eloquently detailed by me in these hallowed pages (such modesty!), pale into an insignificance that is itself quite insignificant.

I purchased this kit from the dregs of some bin-ends of a stand at the Fleet Air Arm Museum model show. It was about 50p, I think. I wondered why the dishevelled owner, with his haunted eyes, squint, halitosis, gammy knee and cyst-encrusted hand, seemed so pleased to be rid of it. Was it my imagination, or did the boils and pustules on his face stop leaking and my old rugger wound start playing up the moment the kit was in my ownership? I think I met the *memsahib* not long after!

After years of sterling service as loft insulation the kit was selected for construction. Then the disasters started. My IT contract wasn't renewed. The England XI got whitewashed in their defence of the Ashes! The England XV hadn't managed a win in seven games. The old jalopy decided to expire. Oh, I could go on for a year, but won't, so back to the kit.

Current scientific consensus says that bees fly because of the turbulent flow caused by corrugations and lumps on their wings. Flapping like mad also helps. While this may be true of bees and other similarly-sized flying insects, one feels that had the Mirage IV had the rivets as moulded on this kit by the mad Heller riveter then the boundary layer would detach at the leading-edge of the wing, and such would be the drag caused by the resulting turbulence the aircraft would be effortlessly overtaken by an African or European swallow in level flight.





Needless to say the rivets and raised panel lines covering this model had to go. They were sanded off, then the faint impressions of the raised panel lines that remained were used as a guide to re-scribe the model. This was a fairly easy process due to the many flat surfaces.

Once this onerous task is completed (well, basically you reach a point where you can't face another iteration of scribe, sand, clean out gunk, scribe) I could get on with gluing bits together. But first I had to tackle the cockpit.

I can't stand painting cockpits. I had a crack at the reasonable sample provided with this kit. As not much would be seen through the tiny windows I sort of splashed paint here and there, then shoved the whole lot into the fuselage.

Now to join the fuselage halves, along with the nose. Old lags will not be surprised to learn that the top of the fuselage, just forward of the fin, was not flat, but concave. I use my favourite filler — polystyrene cement — to fill depressions in these situations. On went the intakes, with copious quantities of cement, and many a joyful hour was spent sanding everything

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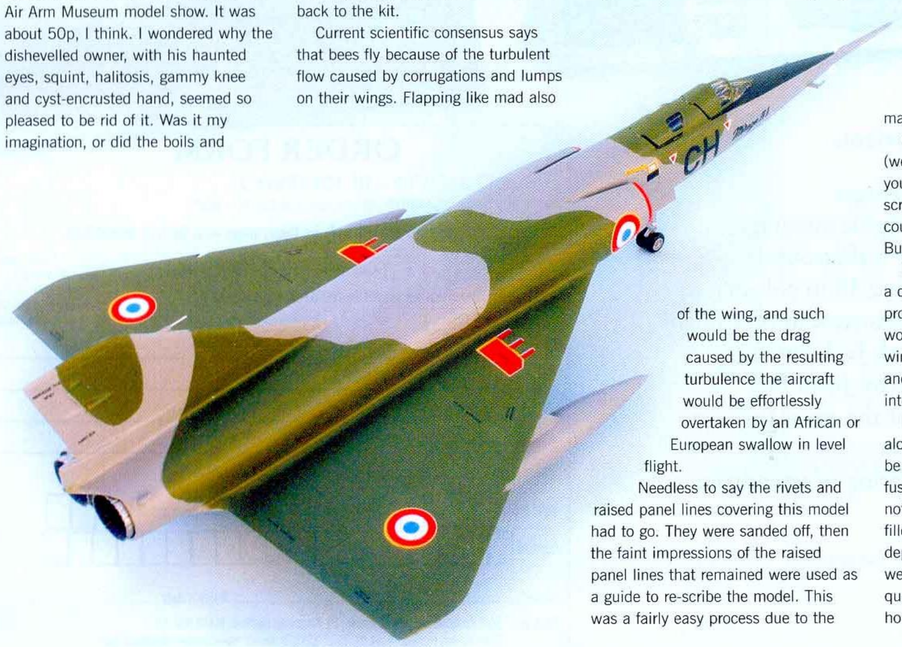

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Once the fuselage was done, on went the incredibly thin wings (with airbrakes glued in) and the rear fuselage. Once again copious quantities of polystyrene cement was slathered into the joints. The cement fumes lingered heavily in the air. One tiny spark and *woomph!* the village of Yateley turns into another Bunsfield.

Why do I do this? There followed another week of slurry from wet sanding, more scribing, more gunk, more wrinkled fingers, more single malt to keep me going before I finally decided all was sufficiently blended together to meet my low standards.

The camouflage pattern looked brilliantly simple, a sort of overall Ocean Grey with green squiggly bits on top. Couldn't be easier. On went the drop tanks — a surprisingly good fit — then a coat of Halfords grey primer. Out with the masking tape, and a quick bit of masking in preparation for the green. With luck the model would be finished in a couple of days.

I selected a LifeColor green and thinned it with water for spraying. I had over-thinned it, and should have stopped spraying, but I didn't. The paint was a mess. I let it dry and popped on another coat, thinned to the correct consistency. It was beautiful. I removed the masking tape. The model almost ended up in the bin — after all it was only 50p — when I saw the wreckage caused by the over-thinned paint leaking under the tape.

What I should have done, dear reader, was to strip the green and start again, but oh, no, not for me this tedious route. There followed a blurred week of attempting to patch up the paint, getting it wrong, patching it again, using greys close to but not quite close enough to Halfords grey primer, and yet more masking and patching. I dropped the model and broke the fin-mounted pitot tube, which had survived all that sanding. Later, I dropped the model again after fitting the blade aerials to the nose and belly, and broke those off.

Just when I thought I could not have any more disasters, another would appear: the curse of that Spyder!

The decals were so out of register as to be in the middle of next week. They also appeared incorrect. I could not find one photo of a Mirage IV with that garish pattern on its airbrakes. Having spent so much time and effort on the model, I was not going to spend more money trying to source a decent set of decals, so I used the ones in the kit. I'm a Heathen, I know.

Finally I got to the stage where I could install the cockpit transparency. I dry-fitted it. Remember that bit about subduction zones? Yes, the fit was appalling. The solution was to install the canopy parts in the open position, but I was now so heartily sick of the thing I didn't want to invest yet more effort in sprucing up the cockpit interior.

In researching the aircraft (mainly to find a suitable

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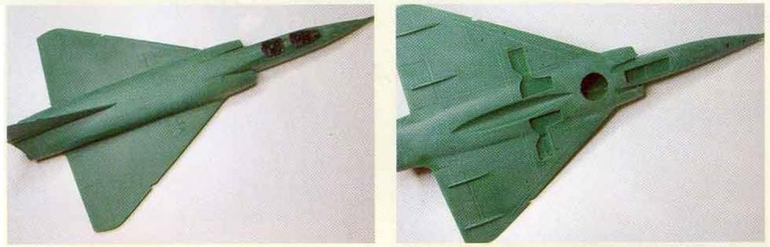


"On went the incredibly thin wings and rear fuselage. There followed another week of slurry from wet sanding, more scribing, more gunk, more wrinkled fingers before I finally decided all was sufficiently blended together to meet my low standards"

Mirage IV's stores assembled ready for installation

"Old lags will not be surprised to learn that the top of the fuselage, just forward of the fin, was not flat, but concave. I used my favourite filler — polystyrene cement — to fill the depressions"

"On went the incredibly thin wings and rear fuselage. There followed another week of slurry from wet sanding, more scribing, more gunk, more wrinkled fingers before I finally decided all was sufficiently blended together to meet my low standards"

Mirage IV's stores assembled ready for installation

smooth and rescribing panel lines, all in an intoxicated state due to the cement fumes lingering in the modelling room. The fit of the intakes really wasn't too bad, but this is only a relative term. Those used only to TamigawaRoG kits would regard the gaps and steps between this kit's parts as being akin to the structures seen in a subduction zone.

Once the fuselage was done, on went the incredibly thin wings (with airbrakes glued in) and the rear fuselage. Once again copious quantities of polystyrene cement was slathered into the joints. The cement fumes lingered heavily in the air. One tiny spark and *woomph!* the village of Yateley turns into another Bunsfield.

Why do I do this? There followed another week of slurry from wet sanding, more scribing, more gunk, more wrinkled fingers, more single malt to keep me going before I finally decided all was sufficiently blended together to meet my low standards.

The camouflage pattern looked brilliantly simple, a sort of overall Ocean Grey with green squiggly bits on top. Couldn't be easier. On went the drop tanks — a surprisingly good fit — then a coat of Halfords grey primer. Out with the masking tape, and a quick bit of masking in preparation for the green. With luck the model would be finished in a couple of days.

I selected a LifeColor green and thinned it with water for spraying. I had over-thinned it, and should have stopped spraying, but I didn't. The paint was a mess. I let it dry and popped on another coat, thinned to the correct consistency. It was beautiful. I removed the masking tape. The model almost ended up in the bin — after all it was only 50p — when I saw the wreckage caused by the over-thinned paint leaking under the tape.

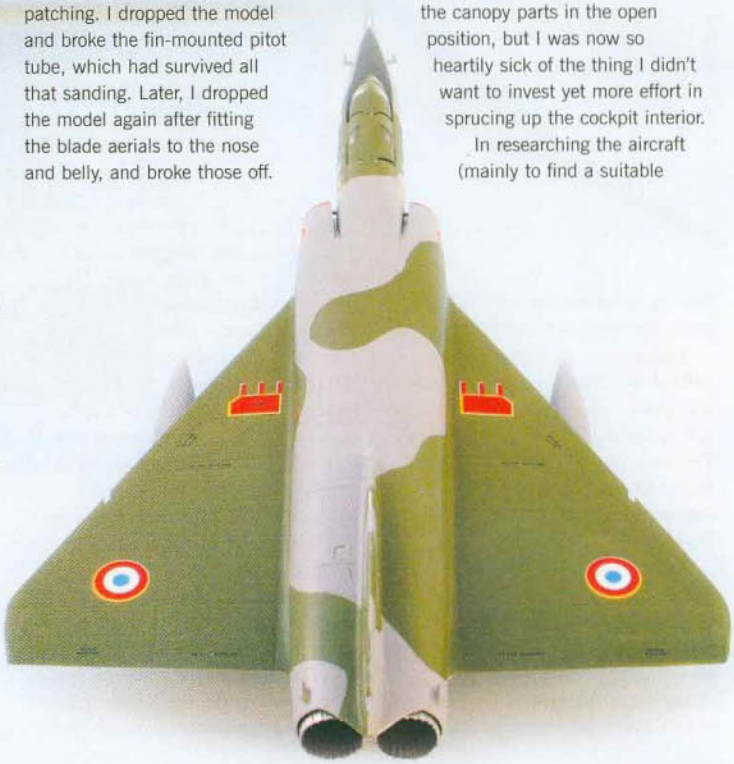
What I should have done, dear reader, was to strip the green and start again, but oh, no, not for me this tedious route. There followed a blurred week of attempting to patch up the paint, getting it wrong, patching it again, using greys close to but not quite close enough to Halfords grey primer, and yet more masking and patching. I dropped the model and broke the fin-mounted pitot tube, which had survived all that sanding. Later, I dropped the model again after fitting the blade aerials to the nose and belly, and broke those off.

Just when I thought I could not have any more disasters, another would appear: the curse of that Spyder!

The decals were so out of register as to be in the middle of next week. They also appeared incorrect. I could not find one photo of a Mirage IV with that garish pattern on its airbrakes. Having spent so much time and effort on the model, I was not going to spend more money trying to source a decent set of decals, so I used the ones in the kit. I'm a Heathen, I know.

Finally I got to the stage where I could install the cockpit transparency. I dry-fitted it. Remember that bit about subduction zones? Yes, the fit was appalling. The solution was to install the canopy parts in the open position, but I was now so heartily sick of the thing I didn't want to invest yet more effort in sprucing up the cockpit interior.

In researching the aircraft (mainly to find a suitable

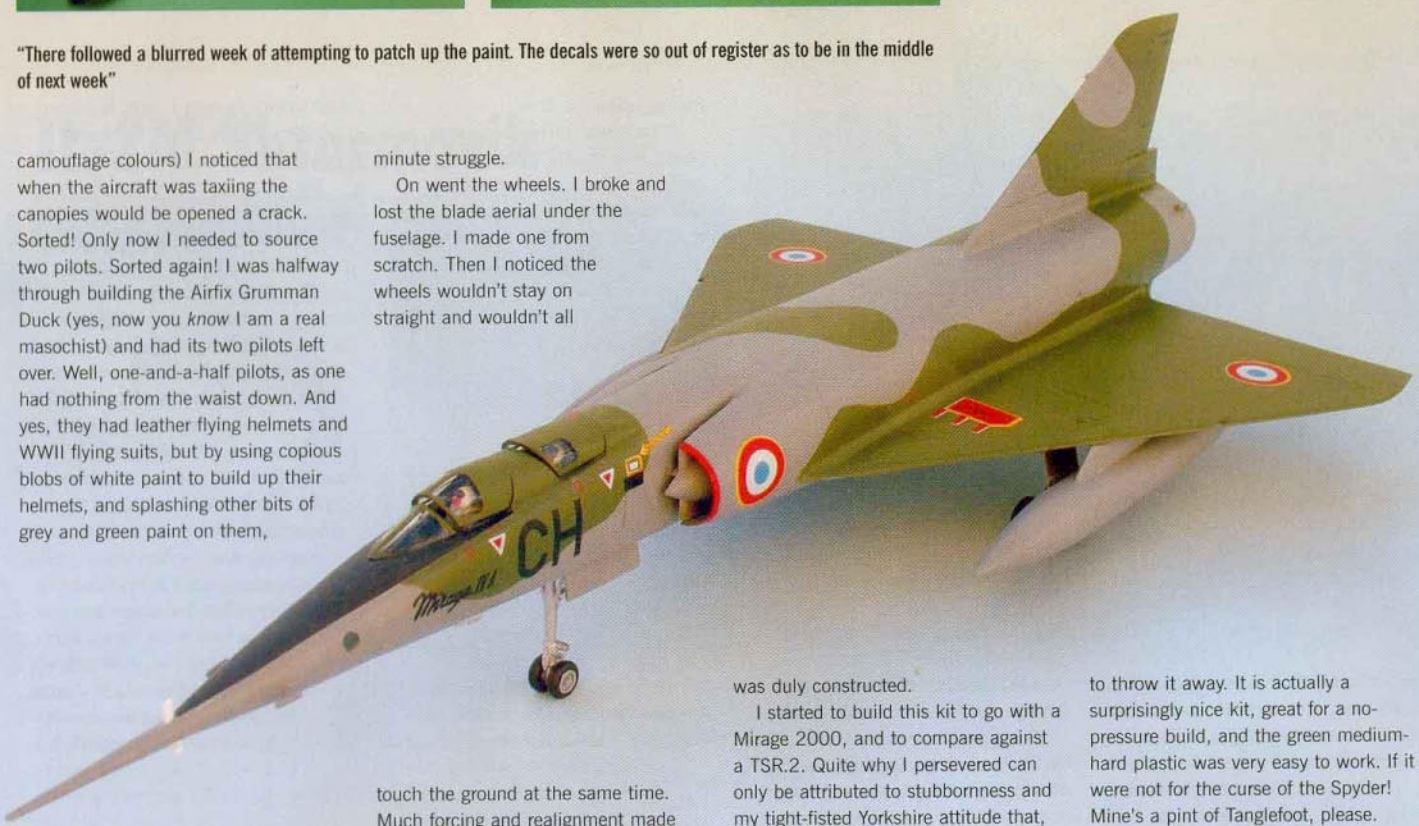


"The model almost ended up in the bin when I saw the wreckage caused by the over-thinned LifeColor green paint leaking under the masking tape"

Canopy framework masked ready for painting

Angus managed to turn a couple of Airfix WWII-vintage Grumman Duck crewmen into convincing l'Armée de l'Air nuclear age pilots!

"There followed a blurred week of attempting to patch up the paint. The decals were so out of register as to be in the middle of next week"



camouflage colours) I noticed that when the aircraft was taxiing the canopies would be opened a crack. Sorted! Only now I needed to source two pilots. Sorted again! I was halfway through building the Airfix Grumman Duck (yes, now you *know* I am a real masochist) and had its two pilots left over. Well, one-and-a-half pilots, as one had nothing from the waist down. And yes, they had leather flying helmets and WWII flying suits, but by using copious blobs of white paint to build up their helmets, and splashing other bits of grey and green paint on them, they ended up looking like modern jet pilots, complete with sun tans.

The canopies were masked and painted, and then stuck on. The model was given a coat of satin varnish, which helped blend the painting errors. The round portholes were filled with Kristal Klear; and the round transparency glued to the underside of the fuselage.

Thinking all was almost over I started to put on the undercarriage. The nose struts come in two parts — I do not know why — so I glued in the first bit then attached the second. It collapsed. I tried again. It wobbled and fell off. Eventually I got it on after a 15-minute struggle.

On went the wheels. I broke and lost the blade aerial under the fuselage. I made one from scratch. Then I noticed the wheels wouldn't stay on straight and wouldn't all touch the ground at the same time. Much forcing and realignment made everything more or less square. Two months after completion and the wheels sagged out of alignment again!

At last, after taking two months longer than anticipated, the thing was finished and put away in the display cabinet until ready for photographing. It was only then that I noticed in some Internet photos that the circular transparency which I'd left clear was in fact supposed to be a cream colour. *Blast!* Oh well, the day before photographing it I masked off the transparency, painted it a sort of cream, pulled off the masking tape and promptly broke off the underside blade aerial, which dived into the open maw of the carpet monster! A scratch item was duly constructed.

I started to build this kit to go with a Mirage 2000, and to compare against a TSR.2. Quite why I persevered can only be attributed to stubbornness and my tight-fisted Yorkshire attitude that, having spent 50p on it, I wasn't about to throw it away. It is actually a surprisingly nice kit, great for a no-pressure build, and the green medium-hard plastic was very easy to work. If it were not for the curse of the Spyder! Mine's a pint of Tanglefoot, please.

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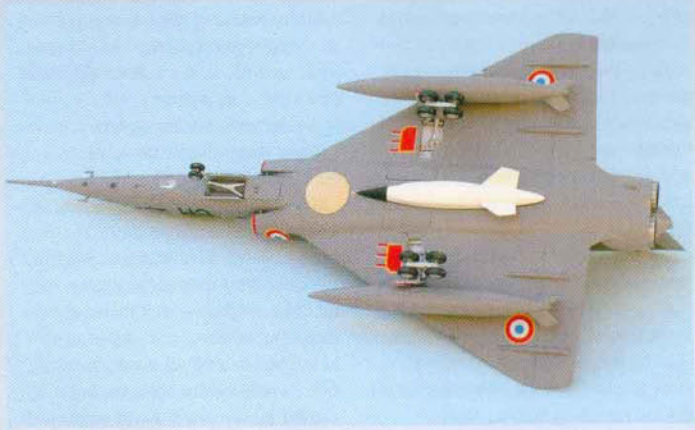

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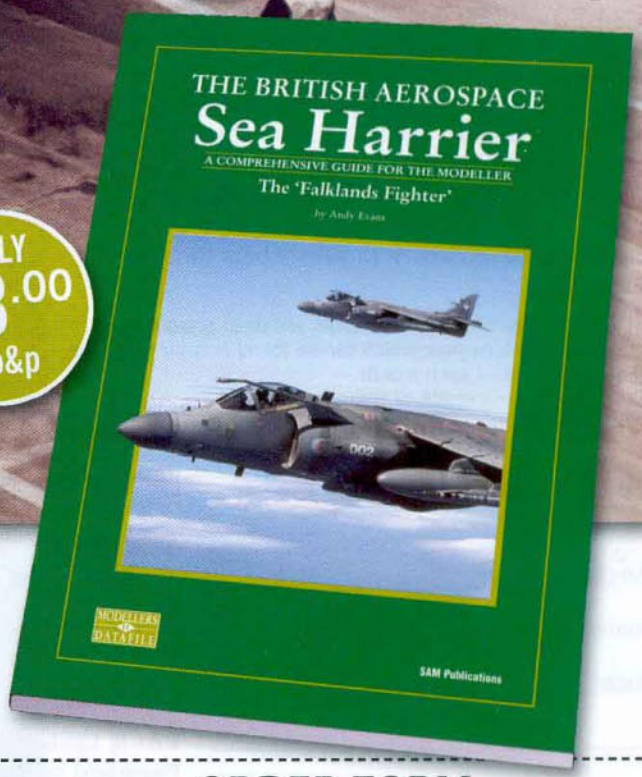

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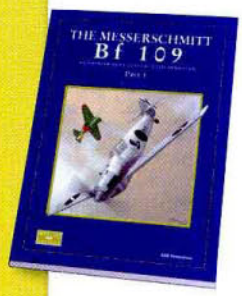

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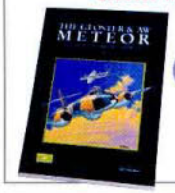

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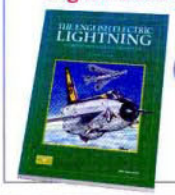

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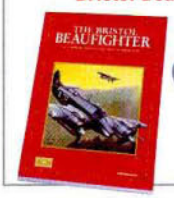

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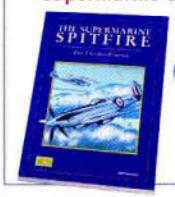

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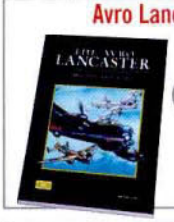

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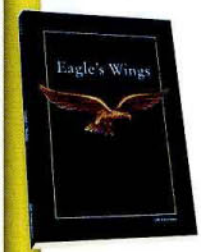

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"...We saw, just as if thrown on a silver screen, a white-gray monoaeroplane, twenty feet from the ground and softly settling." There were 'demonstrations of emotion appropriate to the coming of some long-awaited god'. Comments respectively of a reporter at Le Bourget, Paris at approximately 10.30 p.m. (local) on 21 May 1927, as Charles Lindbergh came in to land, and a biographer of Lindbergh in 1977, reflecting on that moment.

I became aware of Lindbergh's achievement in 1957, at the age of 11, when a tiny model of the *Spirit of St Louis* plopped out of my packet of Rice Krispies into my breakfast dish. It was there, the packet told me, because 30 years before Lindbergh had made his great journey, and a new film had been made to celebrate this. I didn't really take this on board, as at that point my aviation interests (via the *Observer's books*) were towards WWII and the early post-war jets, and to my eyes the *Spirit of St Louis* was a rather odd-looking bird. (I still think it is the fact that it hasn't a windscreen.) My real interest came rather obliquely, as a spin-off from my interest in Antoine de Saint Exupéry, as he met the Lindberghs during his stay in the USA. I decided to gen-up on Charles and Ann Lindbergh, and the defining moment so far as the *Spirit* was concerned came during my first flight across the Pond, in 2004, en route to the National Air Space Museum in Washington DC, when I realised, from the in-cabin moving map, that much of our route was following, in reverse, that of Lindbergh.

I still wasn't thinking of building the *Spirit*. There's so far (though Pegasus are promising one soon) no kit in my favoured scale of 1/32, and the Lindbergh build I'm gathering material for is a scratchbuilt Lockheed Sirius seaplane. It was during an email correspondence about the latter that the Managing Editor mentioned that he had a Revell 1/48 *Spirit* kit on his desk (turning back to oil, no doubt, under the pressure of the material on top of it) and that I could have it to build if I wished. I decided to go for it.

What is so special about Lindbergh's flight? A rather nice book by Peter Allen is called *The 91 before Lindbergh* (91 people, that is, and a cat) and the flight was, after all, the 26th attempt to fly the Atlantic, the 13th successful crossing and the fifth non-stop flight. Arguably, Lindbergh, the 'Flying Fool', 'Lucky Lindy', as he was misdubbed, came at the right time, seizing the technological moment, when there was an engine, the Wright Whirlwind, reliable enough for the flight. That was the engine of choice, I think, for all the main contenders for the prize offered by Raymond Orteig, French-born New York entrepreneur and hotelier, for the first non-stop New York-France flight. Indeed, just two weeks later, Clarence Chamberlin, with his sponsor Charles Levine as passenger, flew non-stop from New York to Berlin, in a single-engined Wright-powered Bellanca, the aircraft that had been Lindbergh's original choice for the trip. But Charles August Lindbergh was the first to cross solo, and it is that act of courage and endurance that captured the attention and attracted the adulation of the world, "Like a match lighting a bonfire", as he later said. For him, it was the realisation of a possibility that had occurred to him

Charles Lindbergh with the 'Spirit of St Louis'

Spirit of St Louis

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Price: £12.99	Panel Lines: Recessed
Status: New Tooling	Decal Options: 1
Type: Injection Moulded Plastic	
Parts: Plastic 50, Clear 3	Manufacturer: Revell

References

- By Charles Lindbergh: 'We': The Famous Flier's Own Story of His Life and Transatlantic Flight (1927)
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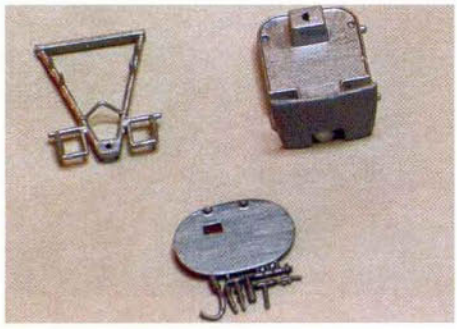
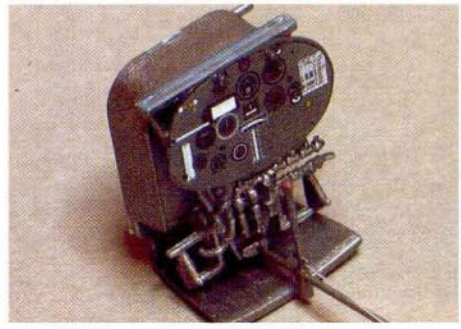
- Charles A Lindbergh: A Photographic Album by Joseph Stoff (1995)
- Charles Lindbergh and the Spirit of St Louis, by Dominick A Pisano and F Robert Van der Linden (2002)
- Lindbergh: Flight's Enigmatic Hero, by Von Hardesty (2002)
- The 91 Before Lindbergh, by Peter Allen (1984)
- Spirit of St Louis described and drawn. Aircraft Described No 85, by R G Moulton (Aeromodeller, June 1977)

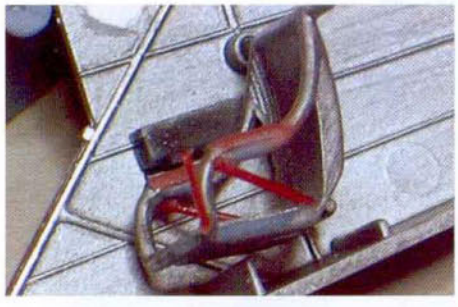


Parts for the rear of the forward fuel tank on which the instrument panel is mounted

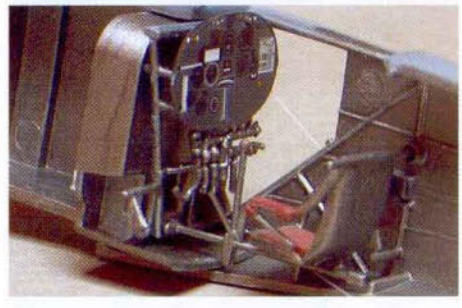


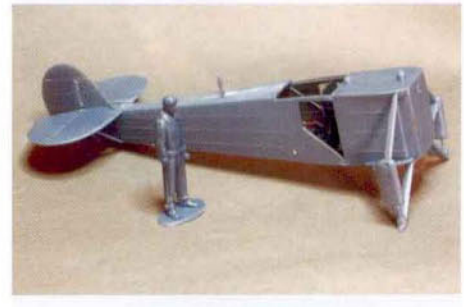
The instrument panel is provided on the decal sheet. Here Tony has assembled tank, instrument panel, rudder pedals and control column

"There was nothing wrong with the fit of the fuselage halves, but I managed to need to apply Squadron White filler"



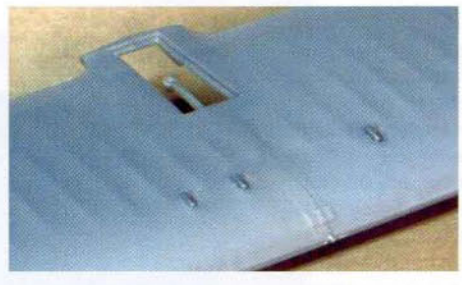
Lindbergh's famous wicker chair is nicely produced in the kit. Much of the interior will be lost to view once the fuselage halves are joined, "but I know it's there," says Tony

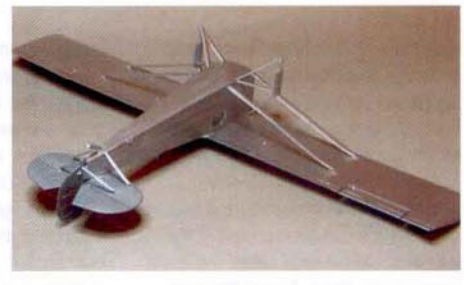




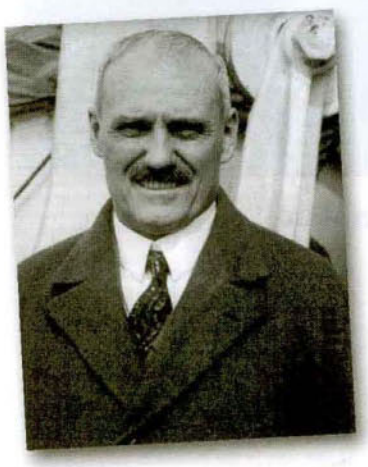
"I put the partly-completed Lindbergh figure next to the partly-completed aeroplane, wondering how his 6 ft 3 in frame would have fitted in there"

The two full-span sections of the Ryan's wing glued together. Centre-section 'skylight' was filled with lightweight celluloid on the original





Beefy strut and undercarriage arrangement is evident here



French-born New York entrepreneur and hotelier Raymond Orteig, who offered a $25,000 prize for the first non-stop flight from New York to Paris

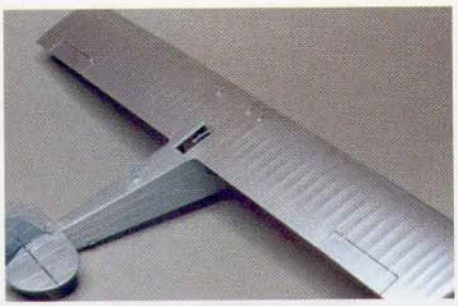
like an epiphany on an otherwise routine mail flight between St Louis and Chicago in September 1926. *He* could be the man who would fulfil Orteig's vision and, as he expressed it some 45 years later, in his *Autobiography of Values*, "...the *Spirit of St Louis* was a lens focused on the future, a forerunner of mechanisms that would conquer time and space". But on the morning of 20 May, as he suited up after less than three hours' sleep, he still wondered, could he do it alone? Alone, that is, except for the *Spirit of St Louis*, the aeroplane which he famously included in the pronoun 'we', forever after.

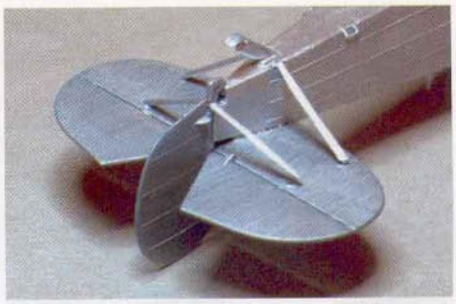
Cabin

Before starting the build, I looked at a few reviews of this kit on the Web and all were complimentary. On opening the box I could see why: the parts looked cleanly produced, with quite nice detail. For example, the parts for the rear end of the front fuel tank (immediately in front of the pilot) on which is mounted the instrument panel, feature on the lower edge a nice simulation of the complex series of cocks for switching between the five tanks. The actual instruments are represented on a rather fine decal. I assembled the tank, instrument panel, rudder pedals and control column, adding a piece of sprue as a nod to one of the cables. Revell have reproduced Lindbergh's famous wicker chair — which was deliberately uncomfortable so as to help keep him awake — nicely to scale, with a good wicker effect. Perusing the photos I have of the cabin interior, I could see that there were a couple of extra struts under the arm rests and a bracing strut at least on the port side, attaching the chair to the main fuselage welded steel tube structure. That structure is quite finely reproduced, and whilst the assembled cabin is largely invisible once the fuselage is closed up, *you* know it's there. I should say at this point that,

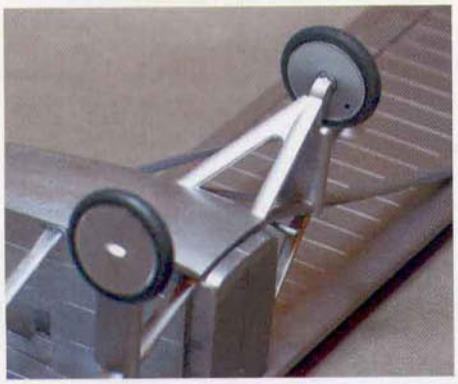
Contemporary newspaper reports of Lindbergh's epic flight

"With the wing fitted you can see what a large span the 'Spirit' had, necessary to provide area for supporting the fuel needed for 4,000-mile range"

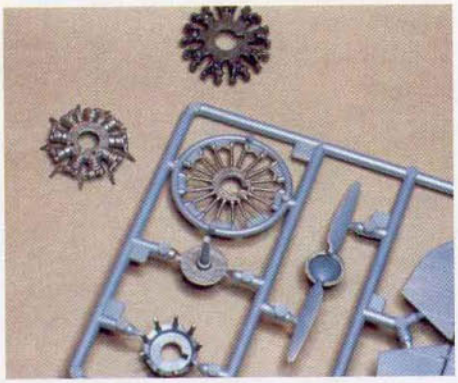


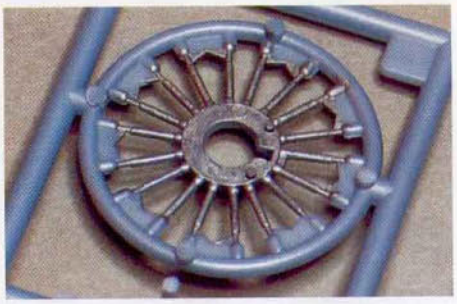


Tail unit with its support struts and tailskid. Designer Donald Hall believed the rudder to be too small, but Lindbergh reasoned that the extra effort needed to control a slightly directionally unstable aircraft would keep him alert on the long flight



Wheels are nicely moulded "with very fair representation of the stitching on the canvas covers"



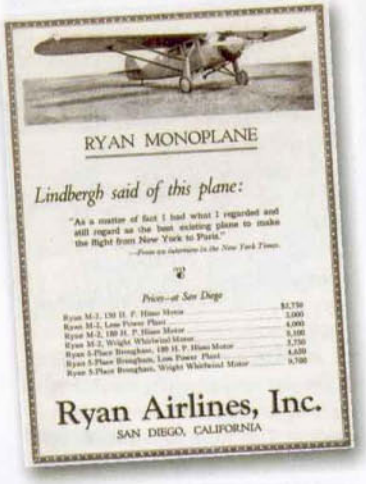


Engine has some awkward join lines, but builds up into a fine replica of the 'Spirit's' Wright J-5C Whirlwind engine. Decals for the distinctive engine-turning on the cowling needed "a little scalpel work' but settled down well

with the exception of the odd control cable and those struts on the seat, I added nothing to the kit and followed Revell's painting instructions, indeed mostly using their paints. If I were to build the forthcoming 1/32 scale Pegasus kit I would add more detail, as I have some rather good photos of the interior of the fuselage before the fabric covering was fitted. To vary the silver theme that this build has I painted the inside of the fuselage with Xtracolor burnt iron, which is more subtle than it sounds! There are some obtrusive ejector pin marks but Tipp-Ex obliterated them.

Fuselage

I don't know if it's me but I always have trouble putting even the simplest fuselage together. There was nothing wrong with the fit but I managed to need to apply filler (Squadron White, which I was trying for the first time: very good) and even then you can still, in the wrong light, see the seam. At this stage I just had to put the partly-completed Lindbergh figure standing by the part-completed aeroplane, as if wondering how his 6 ft 3 in frame was going to fit in there. (I don't think his mother would recognise his face but they've captured his round-shouldered, slightly gawky stance perfectly.) In fact, everything was tailored exactly to him. So, it remains a mystery how he fitted in, by turns, engine and instrument experts on test flights at Curtiss Field, New York, in the week before his flight...



Ryan Airlines was quick to capitalise on Lindbergh's achievement in its advertising

Wing

Revell provide two full-span sections of wing to be glued together, and the centre-section 'skylight' — filled with celluloid on the original, but with chunky plastic on the model. The odd-shaped object in that space is the aeroplane's magnetic compass (it had a second, earth inductor compass and that was powered by a wind-driven generator, its windmill being on the top of the fuselage). The instrumentation, though looking rudimentary, was state-of-the-art.

The protuberances on the upper wing surface were 'breathers' for the wing fuel tanks, but they are very delicate and as they had to be fitted before the wing halves were joined they inevitably got knocked off. I replaced them with bent brass wire. With the wing fitted you could see what a large span the aircraft had, necessary to provide the wing area for the load of fuel which the *Spirit*

Lindbergh (left) 'suiting up' on the morning of 20 May 1927

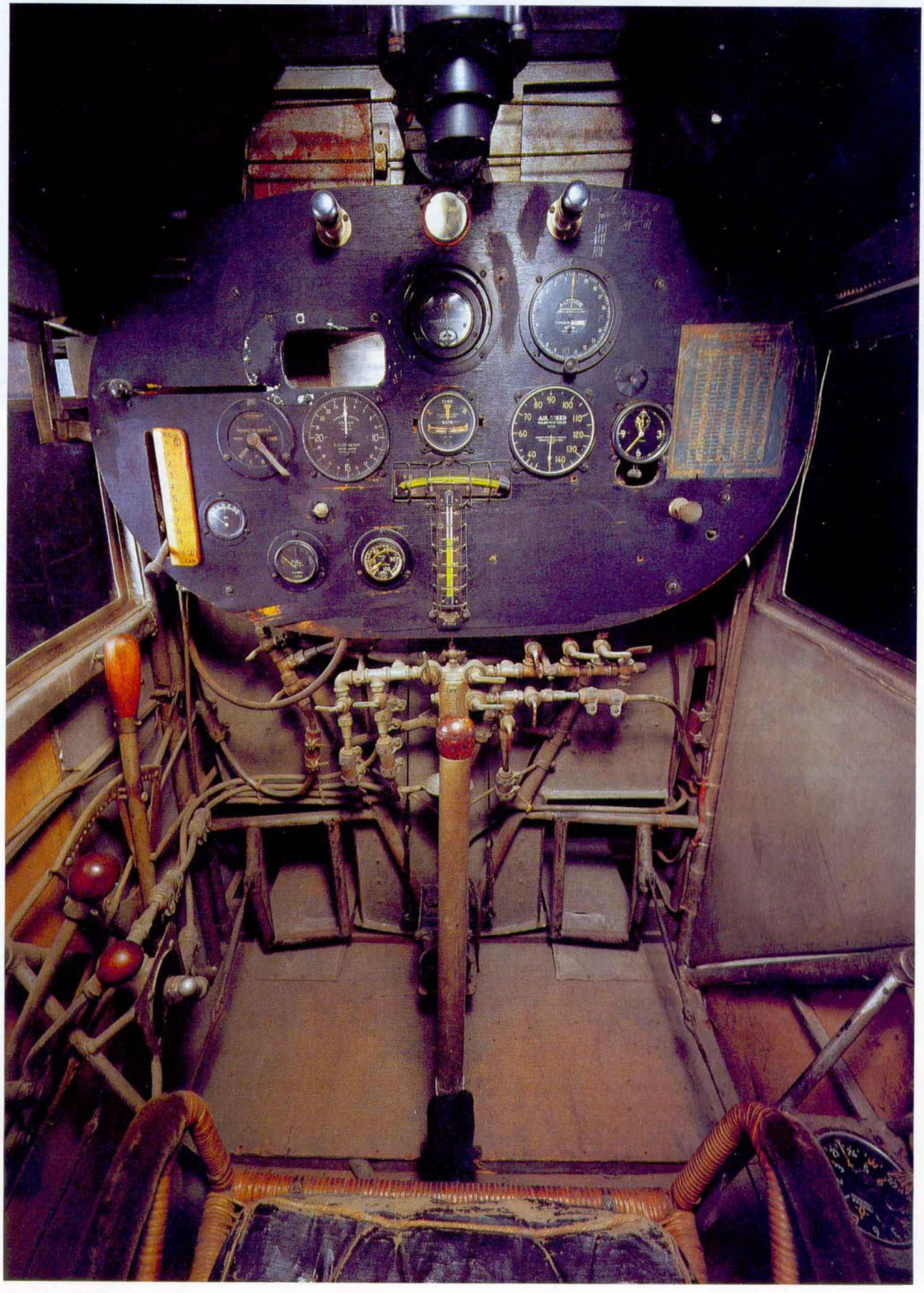
judge from the contemporary pictures, and as the aeroplane as it is now in the NASM is in its original finish, which has degraded, and the cowling has gone a peculiar golden colour from the yellowing of the varnish applied by the museum curators to protect the original markings, that doesn't really help.

Struts, tail and undercarriage

One of the most obvious features of the aeroplane is its very beefy arrangement of struts for the wing and undercarriage, to take up the considerable loads placed on the structure by its high all-up weight. On the model all these items could no doubt be refined, but they are not noticeably oversize and, as we modellers are wont to say, they 'look the nice, with a very fair representation of the stitching on the canvas covers. I painted them silver and the tyres Panzer Grey, later using pastel to add some dust Notice the large holes on the insides of the wheels, where they appear on all contemporary photos, but on the NY-P as she was in the NASM in 2004 when I was there, they are on the *outsides*. Far be it from me to suggest that the NASM boobed the last time they moved the old girl, but...

Engine

This is nicely moulded, but with some awkward joint lines to fill. PVA glue did the trick there. I like the way Revell protected the exhaust component by moulding it in a ring. The carburettor



The 'Spirit's' cockpit

heater, linked to one of the exhaust pipes, is neatly done. The propeller, set to coarse pitch for the flight, was metal, at Lindbergh's insistence, for strength. I painted it the wrong colour, initially, misreading the colour call-out, so had to attempt to correct this at the end, with Rub 'n Buff, trying to work round the Standard Steel Propeller Company's logos, not entirely successfully...

The figure

I'd never done a figure before but I thought I'd 'build' CAL, as he would give scale to the model!

Decals

These are good quality, as noted with the instrument panel: thin and good reproductions of the originals. Those on the wing, fin and propeller went on with no problem. The beautifully made decals for the cowling, reproducing the engine-turning so noticeable on the *Spirit*, are splendid but don't quite fit the compound curves in every case. That for the top of the cowling was the most problematic. I didn't have any Micro Sol or similar in the house, but with a little scalpel work they settled down, and wonderful they looked. One small point: the kit proclaims that NY-P is represented on the day it arrived in Paris and it correctly has the pointed spinner fitted after the original rounded one split and was replaced. However, this replacement was not engine-turned, so you don't need the decal provided: plain silver will do.

US Mail postage stamps commemorating the flight and its 50th Anniversary in 1977

Finale

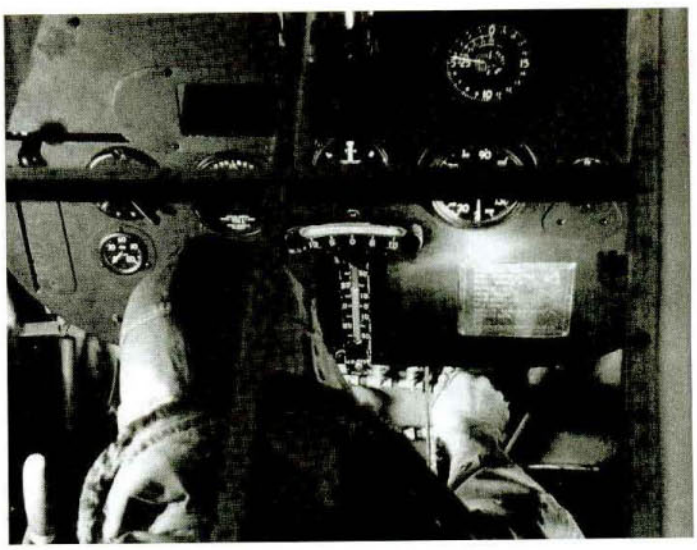
After his return to the USA and the flying tour, totalling 174 flights and 489 hours and 28 minutes in the air, the *Spirit of St Louis* was lent to the Smithsonian by Lindbergh and his partners, and on 13 May 1928 it went on show there. On 20 May 1929 it was sold to the Smithsonian for $1. In the years that followed, Lindbergh is known to have visited the museum incognito, to look from a distance on the old aeroplane. Once, they were reunited, when Lindbergh was preparing the manuscript of his 1957 account of the flight, *The Spirit of St Louis*, and he wanted to inspect her. A ladder was found for him and for almost an hour he sat in the cabin, taking notes.

Conclusion

So that was it. I'm glad I did this build. Thank you Mr Jerram! It was straightforward and gave me once again a chance to reflect on one of the great aviation people who have brought us to where we are today. My elder son has sworn to come up from Cardiff and duff me up if I call this a homage, as he thinks I overuse that word, so I'll content myself with a closing quote from F Scott Fitzgerald:

"In the spring of 1927 something bright and alien flashed across the sky. A young Minnesotan who seemed to have nothing to do with his generation did a heroic thing, and for a moment people set down their glasses in country clubs and speakeasies and thought of their old best dreams."

SAMI



Simulation of Lindbergh at the controls

Sample spreads shown from issue 11

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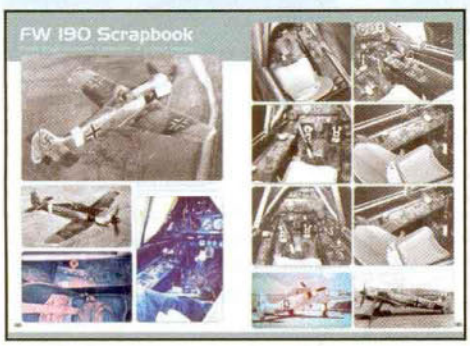

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Plastic? What's Plastic?

American writer Stephan Wilkinson is an experienced hand with aeroplanes and cars, but is a relative newcomer to scale modelling and brings a refreshing viewpoint on our hobby.

My introduction to modeling 60 years ago predated plastic, which hadn't been invented yet — at least not to be used for such frivolities as model airplanes. The medium of choice and necessity was wood — sweet-smelling pine, which formed the basis of the kits made by a company called StromBecKer.

I can't remember the scale, and I suspect perhaps there wasn't even such a unifying norm. Fighters and bombers seemed to be either big or small enough to be appropriate for childish fingers. I remember building a B-29 and it wasn't *that* big, yet the B-25 Mitchell seemed to be plenty beefy. (By the way, I don't want to hear from any StromBecKer archivists telling me the company never made a B-29. Imperfect as they might be, these are my memories, and always remember that the mind is the *second* thing to fail.)

This will be old news to modelers as ancient as I am, but StromBecKer kits required substantial conversion of wood to dust, otherwise known as sanding. Some kits, as I remember, had approximate, lathe-turned fuselages and nacelles, but I also recall much whittling and then sanding to make blocks of pine conform to the shapes of many station jigs. Wings and tail surfaces were band-sawed out of planks and left to modelers to form into adequate airfoils.

Needless to say, everything was solid. How did you make a model? You took wood and removed everything that wasn't an airplane.

I also recall the glue being nothing so fancy as Duco cement or the like, but a beige powder in an envelope. When mixed with water, the goop became glue. (A tube cement called Ambroid was the superglue of the era, but that was for flying-model builders.)

I can't remember the details of the painting process, since I rarely got that far, but I *think* the enamel was a small assortment of Testors in the little rectangular glass bottles of yore. The colors were few, mostly primary and all

basic. Olive Drab was an exotic pigment, and everything was brushed. My father was a painter, and I couldn't resist using his priceless Russian red sable brushes instead of my rat-hair modeling swabs. I'd clean them the best I could, but he always knew.

My parents were, at least initially, happy to buy me models to encourage my interest is something more creative than running through the woods around our house playing soldier. But they soon noticed that their efforts were never rewarded by anything as finite as a finished model, and eventually they refused to buy me any more until I completed one. I don't know that I ever did.

Six decades later, certainly I've completed many a model, even bothered to weather and exhaust-stain some of them, but I still suffer from the I'm-already-bored syndrome.

For me, and I suspect many other modelers, assembling and finishing a kit has as many peaks and valleys as a hysteric's EKG.

First, there's the thrill of cutting off the shrink-wrap and savoring the box contents, particularly if there are added resin or photo-etched parts. This is an

extreme high not available to the serious kit collector, since the loss of vinyl virginity will make the box far less valuable.

Then come the first cuts: snipping the cockpit pieces off the sprue, and the super-careful assembly of all those fascinating bits that increasingly encompass 90 percent of the true details of a modern model: from the firewall aft to the beginning of the tailcone is a model in itself — radio racks, trim wheels, oxygen tubes, wiring, sidewall specifics, gunner-station fiddly bits, lots of opportunity for super-detailing.

That, however, is followed by the boring assembly of the big pieces — fuselage halves, wings and tailpieces — where we tend to get careless. Which means gap-filling and sanding, more filling and more sanding.

Finally done with the basic assembly, the job is beginning to get tedious, for now we're down to that most ornery job, canopy-masking in preparation for painting. A straightforward P-51D bubble is no problem, but I once angrily pitched an entire, nearly complete 1/48 Heinkel He 111 into the shop trashcan because its greenhouse (which, of course, has enough discrete panes to actually be a nursery shed) was impossible to paint and seamlessly cement into place.

I'd made the mistake of trying to use an aftermarket masking kit, and all of the ones I've ever tried are useless, approximate kludges. In fact I find all of the shortcuts to be far more trouble than they're worth — masking liquid, metal foil, Parafilm. Good tape, laboriously

applied in 2 mm-wide strips, is all I now use, even though it usually takes several iterations of lateral and longitudinal strips. (And I've finally learned that first you apply the color seen from the interior of the canopy — Zinc Chromate, say — and *then* the exterior color.)

Some people enjoy painting their models. I don't, and I'm still reminded of my parents urging me to finish that damn StromBecKer Martin Marauder when my assembled models sit on the workbench for months waiting for me to get up the gumption to fire up the airbrush, mix some paint and thinner, spill some paint and thinner, find out that the airbrush needs to be re-cleaned, disassemble the damn thing, spill some more thinner, put everything back together and finally blow some pigment onto the model.

Which is when you discover that you forgot to stuff some tissue paper into the cowling to mask the nicely detailed cylinders and sparkplug wires.

I suspect that we all have different segments of kit-building that are challenging chicanes in the track toward completion. For some, it could be all those miserable little *No Step* stencil decals, for others the sanding of seam-sealer that still shows up like a horrible wound scab as soon as you spray some primer.

But no matter what, I sure love opening the box the very first time.

SAM

04387 Focke Wulf FW 200 C-5/C-8 Condor, 1:72

Scourge of the Atlantic

The Focke-Wulf Fw 200

The Focke-Wulf Fw 200 Condor was one of the world's first modern long range aircraft, causing Winston Churchill to nick name it the "Scourge of the Atlantic".

From 1942 the Fw 200 C-4 was built in large numbers and was used as a long range reconnaissance plane and as a bomber, targeting convoy shipping. One of its main tasks was to relay target information to German U-boat packs. Most Fw 200's were equipped with Type FuG 200 'Hohentwiel' shipping radar as characterised by the nose antennae. Later versions carried the Hs 293 guided bomb, which was remotely controlled and delivered a 500kg explosive payload to its target at around 800km/h.

The Condor was also used as a transport aircraft which was designated Fw 200 C-5/FK.

The C-8 series was the last version to be produced between the autumn of 1943 and the beginning of 1944. In total some 275 Fw 200's in different versions were built.

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BY GARY HATCHER

A superbly restored Westland Scout to inspire those in possession of the Airwaves detail sets — and maybe a kit manufacturer or two?

Heritage Model Show

Doncaster Aeroventure Museum

There can be few better places to host a model show than an aircraft museum, and one of the best venues currently offering this kind of event is Aeroventure at Doncaster. Here, amidst a collection of classic British aircraft, exhibitors and traders rub shoulders with Whirlwinds, Chipmunks, Jet Provosts and a vast array of equipment and artefacts.

The recent Heritage Model Show, held on 1 April, saw a healthy collection of models on display. SAMI went along and enjoyed the sights both inside and outside. The next model show there is planned for 12 August, and is an event to be recommended for any aviation fans, and particularly those with a taste for classic British aircraft.

SAMI

All photos by Gary Hatcher

The Sheffield Club stand, one of a number of participating IPMS groups

A very nice Tamiya Swordfish on the Lincoln Club stand. This model is fitted with MDC's long-range 'Taranto' fuel tank

Heritage Aviation's ambitious projects continue apace

Kiwis on show at the New Zealand SIG table

Another nice model in 1/48 on the Lincoln stand

Club stands among the exhibits in the main hangar…and isn't that respected author and noted reviewer Mr Ernie Lee?

A number of FM's 1/48 Halifaxes were on display

Plenty of Lancasters on this nameless, unmanned, but very interesting table!

1/1 scale Jaguar nose

Little-cars.com is a regular sight at shows all over the country, and their impressive display of Iwata airbrush products was only a part of the tools and unusual kits they had on offer

IPMS British Bulldogs stand featured a number of kits that have appeared in our Reviews pages. The club is unique in being a 'virtual' model club that meets only online. Check out their site at www.kitmaker.net

Ready to mask up and paint? That will take a lot of Blu-Tack!

These things are getting everywhere now! The TSR.2 SIG gets everywhere too, and their display is always worth a look

Aviation artist Dave Eccles' display of 1/32 Lightnings was an eyecatcher!

IPMS Brampton seemed to have a number of enormous displays and a very active membership

A scaled-up version of the Deputy Editor's workbench

The museum's Chipmunk hidden between display stands

A nicely restored Whirlwind greets arriving visitors

The Lightning will be ready soon. And something even bigger is on the cards!

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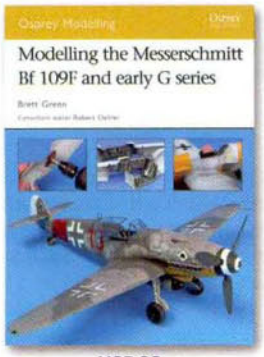

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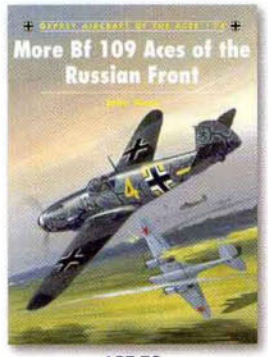

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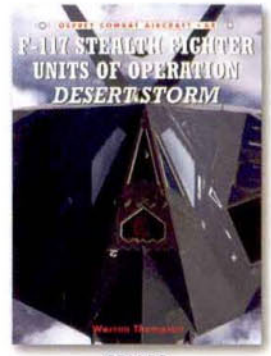

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The views expressed in this column are not necessarily those of SAM Publications. Readers' address details must be supplied but we will only publish them if the letter is considered to be a request for assistance or further correspondence from the readership.

This page will be used to publish letters we receive from the readership that relate to articles previously published in this magazine. These letters will add to, update or revise such articles.

On the other hand...

LETTER OF THE MONTH

I'm a 'news stand subscriber' of your fine magazine. I've been enjoying it for a couple of years now. I'm also the builder of the Martin MB-2 mentioned in Stephan Wilkinson's January issue Letter USA 'Misplaced Accuracy'. I'm flattered that Mr Wilkinson called my model "finely detailed and nicely rigged". I'll also own up to any mistakes on the model — even having the crewman about to start the port engine in the wrong direction. I could claim, in my defense, that the Glencoe kit is fiendishly difficult to build. It is, but that's not my excuse.

I could claim that the MB-2 is very difficult to research. I could even point out that I went to great lengths to research the airplane anyway, going so far as to ask a fellow in Dayton, Ohio to go to the Air Force Museum there to take pictures of the only existing MB-2 (a replica built from plans) for my use. I could even mention that none of my references made any note of which direction the Liberty engines rotated.

I could even claim that there are valid reasons for turning an engine backwards. Some instructions I've read for hand-propping a Piper Cub indicate that turning the prop backwards several times quickly is the correct way to deal with a flooded engine: *If the engine floods, make sure the mags are off, open the throttle, and turn the prop backwards very fast, preferably two or three compression strokes at a time. Do this several times. This requires more strength than propping. This will blow the excess fuel back through the carburettor.* I don't know if that procedure would work for Liberty engines, though.

MB-2-18

But those aren't really good excuses, either.

I might claim that, having a good store of accurate knowledge of flying machines, I knew that aircraft engines generally rotate so that the propeller moves clockwise from the pilot's point of view although there are plenty of exceptions to that rule. *(The opposite — anti-clockwise from the cockpit — is often true of British aero engines, but I've never found a definitive answer as to why. Ed.).* Knowing that, but being pressed for time, I glued the figure to the stand, and the propeller to the kit literally as I was in the car on the way to a model show. I could claim that in my haste, I quite simply made a mistake of making the propeller rotate clockwise, but from the wrong point of view.

That's the truth, but that's not my excuse either.

In fact, I don't *have* an excuse. The real problem was the ground crewman, Sgt Smith. He pretty well botched the starting of that engine and was busted back to Private shortly thereafter. His problem was that he was terribly hung-over. He was lucky to escape serious injury.

My point is that not all mistakes are due to being "oblivious to the way airplanes work". Nor is it particularly easy to get definitive facts or get everything right when those facts are known. How many of us have accidentally put a decal on facing the wrong direction or put a piece on a kit, only realizing later that the piece belongs to a variant that's not being built?

I agree with Mr Wilkinson that a greater knowledge of how airplanes work can enhance the way our models look, and probably our enjoyment when building them. However, all the knowledge in the world won't stop simple, bone-headed mistakes. At least, not for me.

Drew Ames
Harrisburg, Pennsylvania, USA via email

A wheelbarrow by any other name...

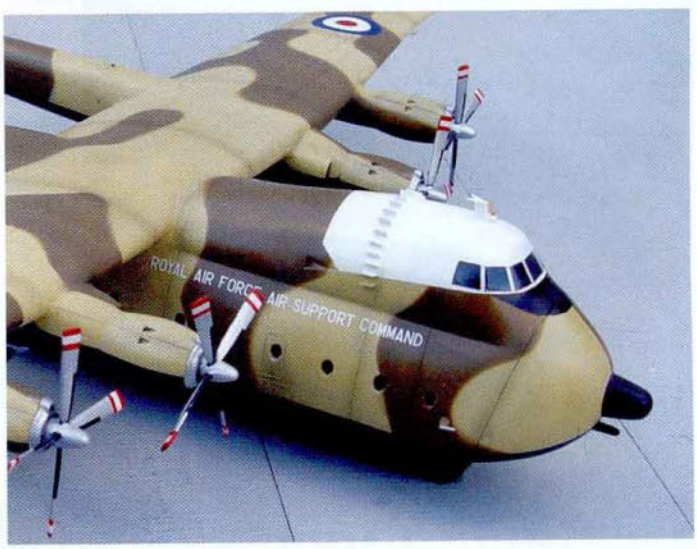
I was very interested in Robin Powell's impressive model of the AW Argosy in the February issue, as I flew in and worked on them during my 'five years of undetected crime' in 'The Mob' (RAF) during the Sixties.

However, you seem to have been misled over the Argosy's nickname. It may have been the 'Whistling Wheelbarrow' in the politer parts of the Zobbits' (officers) Mess, but to the great unwashed it was usual the 'Whistling Tit' or occasionally the 'Screaming Nipple'. Just look at that nose... I suspect you have been victims of some weasel-worded RAF Public Relations handout.

In those good ol' days we were all impressed by seriously noisy aircraft but if you were within 100 yards when those four RR Darts were run-up before taxying out the noise was painful, like someone using a Black & Decker with blunt drill on your eardrums while your stomach became a quivering jelly.

Incidentally, we usually seemed to get the silver-and-white machines down in the Persian Gulf. The desert-camouflaged ones mostly stayed in Europe — an interesting example of Service logic!

J F Davies, ex-Cpl A.FITT(A) Retd
West Moors, Dorset



Joined-up Modelling

Returning to modelling a few years ago after a stop-start relationship with the hobby, I thought it was about time I joined a club. I have learned an awful lot from your excellent magazine over the years as well as from the odd book and websites, but felt that my skills had stagnated at a certain level. I have considered joining a club for the last year or so, but for various reasons never got around to it. A visit to the spring model show at the Fleet Air Arm Museum in February led to a chance encounter with a model club which meets within walking distance of my house, and even better, in a pub! After the initial meeting I joined for a minimal sum, and had been given a model to build as part of an internal club competition, the cost of which would have been at least three times the joining fee. I also had a club T-shirt, a list of shows that I had never heard of before and so much new knowledge that when I built the kit for our club's show a month later I made it to the highest standard I had ever achieved. So, if anyone is thinking about joining a club, here are the advantages that I have benefited from in one month:

- There are people who don't laugh at you when you talk about your latest project.
- There are people who are a fountain of knowledge and love to pass their skills on to those who want to listen.
- My models are alright actually, lots of room for improvement, but not bad considering.
- Model shows have a lot of work going on behind the scenes, and well done and thank you to anyone who has had anything to do with the planning and running of any show I have been to in the past or will be going to in the future.
- There are other models and scales beyond Spitfires in 1/48!
- Everybody without fail has been encouraging and friendly. I have not heard a bad word about anyone's models or them as a person.
- There are lots of us out there still aged from five to 95.
- When you have people who are interested in looking at your finished models, you try harder and improve.
- For the IPMS show at Telford this year our club has a theme that has given me a direction for my modeling, I know exactly what I will build next, and why. Usually I don't know what kit to build and they never seem to get finished. November. They *have* to be finished by November!
- When my wife complains about the space that my untouched collection of kits is taking up, I can now point to other people and say, "Well I am not as bad as him, I only have 200 unmade kits".
- I am not the only collector of unmade kits, not by a long way.
- I must have picked up 20 or so very useful tips, and all within a month.

I could go on, but you get the idea. I wish I had joined years ago!

Wayne Byrne
Weston-super-Mare via email

242 Squadron York 'Fox King' (MW314/KY-K) staging through Luqa, Malta in the spring of 1947. The Halifax beyond is believed to have been a Mk IX, and in the distance is a Lancastrian (Harold Stillwell)

Yorks, by a nose

In his letter in the February 2007 issue John Peto queries the colour of the York's nosecone. In Transport Command in 1947 it was matt black and carried in white the five-letter callsign then in use on the long-haul routes. I cannot guarantee my memory after all these years but I believe it might typically be MOYFK — *Mike Oboe Yoke Fox King*. My understanding is that the callsign encrypted full details of the aircraft, i.e. country of origin, operator (RAF Transport Command), type of aircraft (Y = York) and individual aircraft letter (K).

Once again I have failed to find convincing photographic evidence, the nosecone scarcely being visible in the enclosed photo. I was surprised to see how small, front to back, it actually was, but remember that the York nose was proportionately wider than in most aircraft of the day. Note also the fin flash repeated on the inside of the outer fin.

Harold Stillwell
Morvern, Scotland

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Israeli F-15 Eagle Units in Combat

BOOK OF THE MONTH

TECHNICAL DATA
by Shlomo Aloni, illustrations by Chris Davey
Publisher: Osprey Publishing
Price: £12.99
ISBN: 1-8460-3047-5
Format: Softback, 96pp

This, No 67 in Osprey's *Combat Aircraft* series, is split into five chapters, the first of which covers the events that led to Israeli becoming the first overseas customer for the F-15 Eagle. The evaluation process and the training and establishment of the 'Double Tail' squadron, whose exploits and the first Israeli 'kills' achieved with the F-15 are the subject of Chapter 2, followed by coverage of operations during the Lebanese conflict as Syria fought a proxy war against Israel on behalf of the Palestinians in the Lebanon. This chapter features some fascinating first-person accounts of the air combat that took place between the Israeli F-15s and Syrian MiGs.

The central part of the book contains nine pages of colour profiles of the F-15 in Israeli markings — grey F-15A/B/C/Ds and three-tone brown/green camouflaged used F-15Is, plus a page covering the various squadrons' tail markings. The fourth chapter bring the reader up to date with F-15 operations in recent years before finishing with a list of those aircraft lost due to technical problems. This section includes the remarkable story and photographs of the F-15 that suffered a midair collision and its subsequent return flight and successful landing, despite having lost its entire starboard wing outboard of the root — damage that manufacturer McDonnell Douglas deemed would have made it impossible for the aircraft to continue flying.

The fifth chapter covers the *Baz* (Buzzard) upgrade applied to the original Eagles to allow them to continue in service well in to the 21st Century, and the introduction of the *Ra'am* (Thunder) F-15I ground-attack Eagle into Israeli service. There are three pages of scale plans for all of the F-15 variants operated by the Israelis, unfortunately to a 'fits the page' scale of 1/96 rather than one of the more established modelling scales.

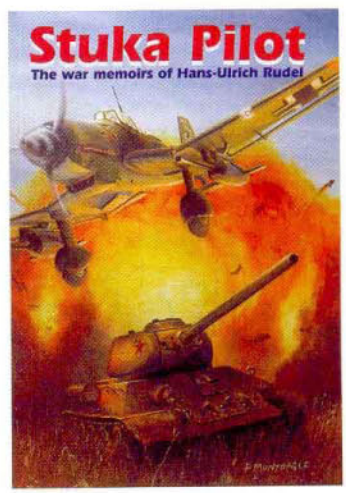
Recommended to anyone with an interest in IDF aircraft or the F-15. The historical narrative is very interesting and the photographic record invaluable for the modeller.

Phillip Ware

SAMI

Stuka Pilot: The War Memoirs of Hans-Ulrich Rudel

TECHNICAL DATA
by Hans-Ulrich Rudel
Publisher: Barbarossa
ISBN: 9-7809-5387-779-9
Format: Softback, 210 mm x 150 mm 216 pp



Here's a treat for all Luftwaffe *Experten*. This autobiography by Hans-Ulrich Rudel charts his wartime career and is a reprint from the original of 1952. The first chapter covers a lot of ground from Rudel's first sight of an aeroplane in 1924 to the campaigns in the East, but the impression I got was that when he was writing this book he could not wait to tell of his adventures on the Eastern Front. This is a shame, as a bit more background to the man would help the reader form a complete impression. One other point of which to be wary: he hates Communism and Bolshevism and tends to rant a little, but presumably this reflects the times he lived through.

This book shows a proud and patriotic man who gave his very best for his country: he lost his right leg below the knee, but not before destroying a lot of Soviet hardware, including 519 tanks, 800+ military vehicles, the battleship *Murat*, two cruisers and a host of other equipment. No wonder Stalin put a price on his head of 100,000 roubles, while Hitler put *over* his head the Knight's Cross of the Iron Cross with Golden Oak Leaves, Swords and Diamonds!

I do wish the present publishers had recruited a current writer to add a final chapter telling Rudel's story from 1952 until his death in 1982. A book more suited to the historian than the modeller, but a good read nonetheless.

Martin Dawson

SAMI

P-40s of the Mediterranean

TECHNICAL DATA
by Tomasz Szlagor
Publisher: Kagero
ISBN: 9-7883-6044-549-5
Format: Softback, 80 pp

This is the first in a new line from Kagero covering various combat theatres, and is given over to following the fortunes of the P-40 and its aircrew in the Mediterranean theatre. The text and pictures cover the aircraft's usage through North Africa and the Italian campaign, and includes some excellent shots of aircraft en route to the war zone aboard a US escort carrier. The book also includes a set of canopy masks for the P-40 in 1/48 and 1/32 scales.

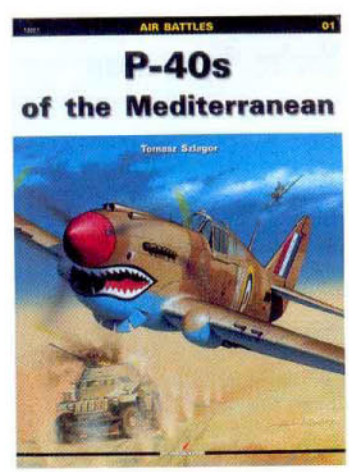
Also covered in the book are the Tuskegee Airmen – the Negro pilots of the 99th FS who formed the first 'black' fighter squadron, initially flying P-40s, but better known for their red-tailed Mustangs.

Informative and well illustrated throughout, with all-English text, this is an excellent book and one that deals with a subject long deserving of better coverage.

Well done Kagero. This new series is shaping up well.

Barry Brine

SAMI



WEEAC – EE Lightning F.2A/F.6 and Mitsubishi A6M2b Model 21 Zeke

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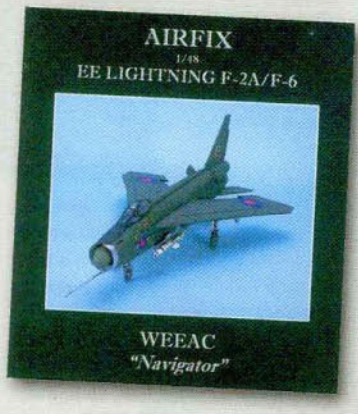


After placing the Lightning CD-ROM in my two-year-old PC it started to auto-run, but if I had difficulties the instructions advise on how to start the program manually. This will normally only be needed on older machines that may require a prompt, and selection of appropriate software for opening the various files.

Upon opening, the title page gives you the choice of viewing any of the six main chapters. 'Galleries' comprises 36 photos of the completed model from every conceivable angle. 'Profiles' consists of six images showing the finished model, while 'Lightning' contains 56 images from a walk-round of at least two real aircraft — a very useful and welcome addition to this range. Under 'Development' you'll find 29 images of the different versions of the Lightning from all angles, including cockpit shots. 'All Directions' covers 10 general headings addressing the finer points of modelling, including decalling, pastels, metallic finishes, etched brass, resin, detailing, and transparencies, and finally, the main chapter 'Construction' contains 71 shots of the build of the Airfix 1/48 scale Lightning.

All the images are of a very high quality and this CD-ROM is highly recommended to anyone who is happy to use new technology as a building aid. The information here would not be out of place being applied on any Lightning, from 1/144 to 1/24 scale (get my drift, Trumpeter?).

The *Zeke* title follows the same format, the 'Construction' section starting with a MS Word document containing a brief history of the aircraft and a description of what Tamiya supply in the box. This is followed by a complete breakdown of the building process, followed by 111 photographs of the various stages of construction, all presented in logical and orderly progression. This section also includes a graphic showing how the Japanese arrived at the type number A6M2b and its precise meaning.

The quality of the images on these CDs is first rate and the packages cannot be faulted, as they do exactly what it says on their boxes. Highly recommended to everyone: even those modellers with no PC skills can use these CD-ROMS as an aid to a successful build.

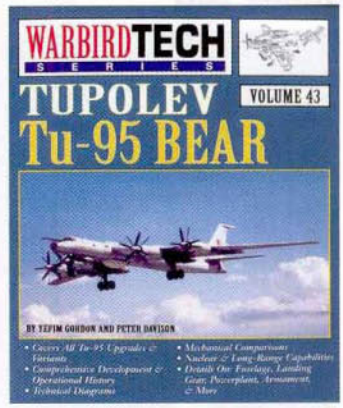
These other titles in this range can be obtained from WEEAC, 13 Island Farm Close, Bridgend, Mid-Glamorgan, South Wales, CF31 3LY, web: www.weeac.co.uk

Phillip Ware

SAMI

Tupolev Tu-95 Bear: Warbird Tech Series 43

TECHNICAL DATA
by Yefim Gordon and Peter Davison
Publisher: Specialty Press
ISBN: 1-5800-7102-3
Format: Softback, 297 mm x 210 mm, 104 pp



This is a very timely publication, given the current release by Trumpeter of two kits of the *Bear* in 1/144 (see *Scaling Down*, this issue). No surprises with this book either, as it is laid out to Warbird Tech's tried and trusted formula, and has been co-authored by Yefim Gordon, whose knowledge of, and access to, Soviet and latter-day Russian aircraft is unsurpassed.

Tech 43 covers the aircraft through development and introduction, with clearly defined sections on each variant and features plenty of pictures to illustrate the well-informed and authoritative text. There are eight pages of colour photographs, and the shots of derelict aircraft are especially evocative.

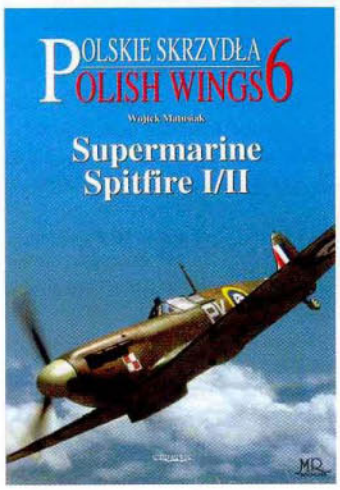
The final brief section on available kits is a nice touch, but was written just too late to include Trumpeter's new kits. Not to worry. This book is excellent, as, indeed, is the whole series.

GH

SAMI

Supermarine Spitfire I/II: Polish Wings 6

TECHNICAL DATA
by Wojtek Matusiak
Publisher: Mushroom Publications
ISBN: 9-7883-8945-055-5
Price: £6.99
Format: Softback, 48pp



This A4-size monograph is a nicely presented tribute not only to the Spitfire itself but also to the Poles who flew it with such success in the WWII. Largely consisting of period photographs with detailed captions, the book covers the period 1940-1943 and is a first class reference for those interested specifically in colours and markings.

The interesting layout of photographs with profiles overlapping is a bit of a departure from the usual way in which this kind of book is presented, but serves to lift it from the general mass of Spitfire titles, and makes it something special.

The author is a well-respected Spitfire expert, and this — as well as the very reasonable cover price — make this a title to be recommended.

Brian House

SAMI

Fiat CR.42 Falco

TECHNICAL DATA
by Przemyslaw Skulski
Publisher: Mushroom Publications
ISBN: 9-7883-8945-034-0
Price: £13.99
Format: Softback, 144 pp
Illustrations: Black-and-white and colour photographs and colour artwork

Mushroom's Orange series provides good compact reference titles that are tailored to the modeller's needs. The text of this particular book covers every aspect of the aircraft's service including its little known use by the Belgian Air Force.

The first 80 pages are given over to text following the aircraft's fortunes, with plenty of well-produced black-and-white photographs included. Some 60 photos are in full cover, and these include detail and walk-round shots and over 30 colour profiles.

An excellent and essential book for the modeller interested in the CR.42.

Barry Brine

SAMI

Fokker Dr.I Jagdstaffeln

TECHNICAL DATA
by Greg VanWyngarden
Publisher: Albatros Productions Ltd (Windsock Datafile Specials)
Price: £25
Format: Softback, 297 mm x 210 mm, 88 pp
Illustrations: Black-and-white photos and colour artwork

A particularly special issue from the Windsock stable, this book cannot fail to please enthusiasts with its 250+ photographs covering 18 units that operated the legendary Fokker Triplane WWI. Photographs are augmented by 10 pages of beautiful colour artwork, including multi-views that give details of stencil placement and factory finishes as well as a centre-spread of over two dozen profiles showing official *Jasta* markings. All this adds up to a complete and comprehensive reference work.

Information is provided on all front-line units, as well as the pre-production machines. There is a lot of new information on colours and markings, and all things considered this has to be regarded as a definitive work on this popular subject.

James Barton

SAMI

Messerschmitt Bf 109F Volume 1

TECHNICAL DATA
by Marek J Murawski
Publisher: Kagero
Price: 17.50 Euros
ISBN: 9-7883-6044-550-1
Format: Softback, 92 pp

This is the first Kagero book we have received for a while, and what a treat it is! Most significantly — from a UK reader's point of view — the text is not bilingual but entirely in English. This is a departure from previous titles in this series.

As far as the book itself goes, it is a remarkably well put together volume, with a mass of excellent photographs and some of the best profile artwork this reviewer has seen in a long time. A bonus is a sheet of Montex canopy masks for Bf 109F models in 1/48 and 1/32 scales.

This first volume covers the development and origins of the aircraft, and follows the story up to its early combat over the English Channel. Sixty pages of text and photographs cover this, while the remainder of the book is given over to the profiles and, significantly, selected extracts from the original *flugzeughandbuch*.

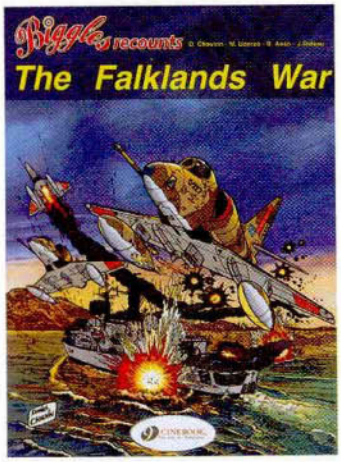
This is a superb and valuable production — I'm looking forward to Part 2.

Peter Thomas Piperson

SAMI

Biggles Recounts: Falklands War

TECHNICAL DATA
by B Asso and J Rideau, illustrated by M Uderzo
Publisher: Cinebook Ltd
ISBN: 1-9054-6022-8
Format: Paperback, 48 pp



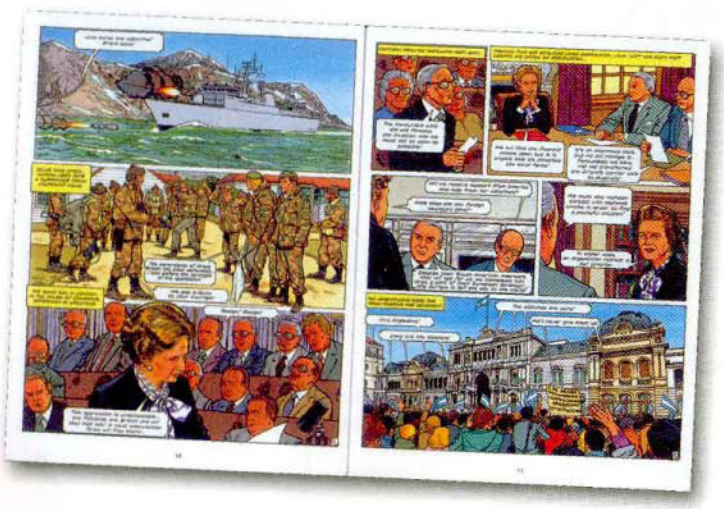
Now for something completely different! This is nothing less than a graphic novel — comic book to the uninitiated — depicting the entire Falklands War from start to finish, and is quite unique in the way it handles the subject.

For comic fans it's a rare opportunity to learn something important, while for aviation and military history enthusiasts it's an enjoyable and well-presented account in which the A-4s actually look like A-4s, the Sea Harriers look like Sea Harriers, and some effort has gone into researching the subject in order to present a satisfactory version of events that is both informative and entertaining.

This book is fun. Treat it as such, add it to your collection and enjoy a good read.

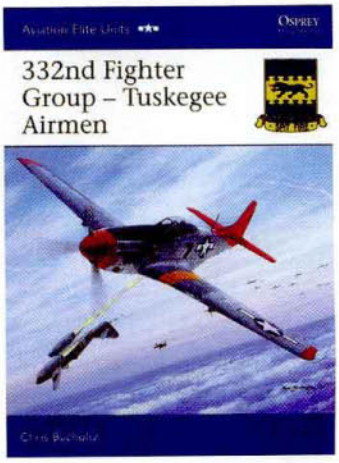
GH

SAMI



332nd Fighter Group — Tuskegee Airmen

TECHNICAL DATA
by Chris Bucholtz, illustrations by Jim Laurier
Publisher: Osprey Publishing
Price: £13.99
ISBN: 9-7818-4603-044-4
Format: Softback, 128 pp



This is another *tour de force* in the historical documentation of WWII aircraft combat units in Osprey's *Aviation Elite Units* series. Starting with the US government's experiment to prove that African-American airmen were incapable of flying combat aircraft (which seriously backfired), the book covers all aspects of the Group from its setting up, training, and eventual transfer to the European Theatre of Operations. Its combat record at the war's end became a proud boast that it never lost a bomber during escort duties in the skies over Europe. Thus the Col Benjamin O Davis's 332nd Fighter Group —*Schwartze Vogelmenschen* (Black Birdmen) as they became known and respected by their Luftwaffe adversaries) became a legend.

As an historical document this book is of interest to everyone with an interest in USAAF operations in WWII and is recommended. The modeller will find the photographs and colour plates of the segregated Fighter Group and its P-40Ls, P-39Qs, P-47Ds and of course P-51 Mustangs. This last-named type is synonymous with the 'Red Tails', and the title will be a great help in creating an unusual diorama or historically correct representation of this important fighter group's aircraft.

Like all the other books in the series, this book is highly recommended.

Phillip Ware

SAMI

The Latest Aviation Titles From MIDLAND

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With 592 pages, containing over a over 1300 photos, mostly in colour plus 57 pages of line drawings and 148 colour profiles, *Famous Russian Aircraft: Sukhoi Su-27* is likely to be the single most important reference work on this significant and successful aircraft design.

Famous Russian Aircraft: Sukhoi Su-27

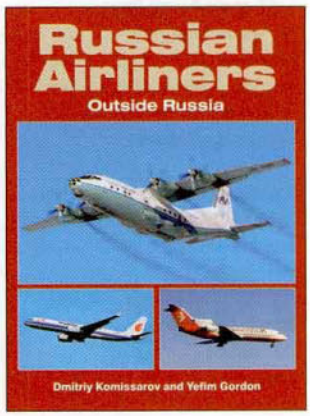
Yefim Gordon

ISBN: 978 1 85780 247 4

£35.00

Designed as a long-range air superiority aircraft and interceptor, the development of the type was, however, marked by considerable difficulties including a fatal crash in 1978 that resulted in major revisions to the design. The first of the modified pre-production aircraft appeared in 1981 but it was not until 1984 that significant numbers of the Su-27 started to enter service. Eventually some 680 Su-27 were built for the Soviets, of which some 400 remain in service with the Russian Tactical Air Force today.

In the latest volume in Midland Publishing's *'Famous Russian Aircraft'* series, that doyen of writers on Soviet/Russian aviation, Yefim Gordon, describes in depth the development, operational career, history and variants within the Su-27 family worldwide.



Russian Airliners Outside Russia

Dmitriy Komissarov and Yefim Gordon

This latest all-colour album from Midland examines the great variety of Soviet and Russian built civilian aircraft which were exported, both those aircraft built before the collapse of the Soviet Union and those sold by Russia in the past decade. Alongside the superb photographic content, the book also includes detailed captions, making it a useful reference source for all civil aviation enthusiasts and modellers.

Softback | 280 x 215 mm | 160pp
425 colour photographs
ISBN: 978 1 85780 252 8
£19.99

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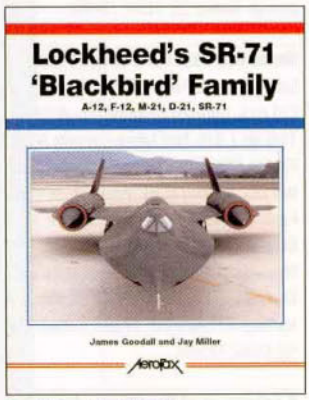
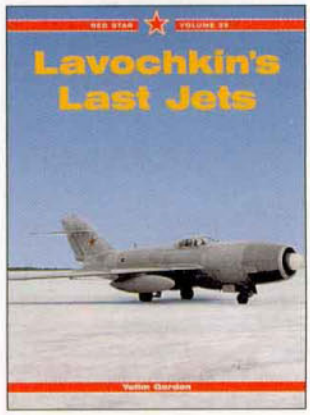


Lockheed's SR-71 'Blackbird' Family

Softback | 280 x 215mm | 128pp
43 colour & 203 b/w photos
plus line drawings and plans
ISBN: 978 1 85780 138 5
£16.99

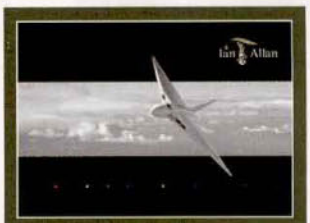


Red Star Volume 32: Lavochkin's Last Jets

Yefim Gordon

Whilst the Lavochkin bureau is one of the less well known of the Soviet aircraft design teams, it was at the forefront of the Soviet supersonic jet fighter programme. The book deals with all known variants of the various Lavochkin jet aircraft designs featured. Well illustrated with numerous photos and line drawings, this will be sought by all those interested in Soviet jet aircraft design in the early Cold War era and by aviation modellers keen for source material on Soviet aircraft types of the period.

Softback | 280 x 215 mm | 128pp
171 b/w & 3pp of colour photos,
plus 19pp of line drawings
ISBN: 978 1 85780 253 5
£19.99



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CLASSIFIED
MAY 2007

Submissions to the Classified section will be accepted in either typed or hand-written formats. Please note that the latter must be clear and in capital letters. We must insist on this, as a number of problems have arisen due to unclear handwriting in previous advertisement submissions.

CLUBS

Aberystwyth Scale Model Club
Meets on the first Tuesday of the month at JD Wetherspoon, Yr Hen Orsaf. Aberystwyth, Ceredigion, Cymru at 7.30 onwards. Everyone welcome. All Scales. No Trains! No Flyers! Contact Fiona panzergirrl@mhopson2.wanadoo.co.uk

IPMS Farnborough
Meets second Monday of each month at the Railway Enthusiasts' Club, Hawley Lane, start 7.30 p.m. Large clubroom with real ale bar, big, friendly crowd, all ages/abilities welcome. Pete Readman 0118 978 2910 www.ipms-farnborough.co.uk

IPMS Ipswich
Meets on the fourth Tuesday of each month at Ransomes Sport and Social Club, Sidegate Avenue, Ipswich, Suffolk IP4 4JJ. All welcome, all modelling standards. Contact Kev Baxter 01473 832163 or Ray Challoner 01473 721850
www.ipms-ipswich.org.uk

Romsey Modellers meet from 8:00
to 10:00 p.m. on the third Wednesday of each month at the Montfort Community Hall, Benedict Close, Romsey. We welcome modellers who share our enthusiasm for building kits of all subjects and scales, regardless of whether you are a novice or an expert! Contact Les Cooper 01794 522968 or Pat Camp 02380 266828 for further details

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Over 100 kits for sale
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1/32 scale Revell Tornado F.2
plus fabulous Flightpath F.3 resin, white metal and brass conversion/detailing set — cockpit, ejection seats, flaps, undercarriage etc. Best offer over £60. 0118 9616072. All emails replied to bill.t.higgs@ntlworld.com

Hasegawa Hi-Grade F-15A Eagle/ASAT
Missile £40. OA-4M Skyhawk £50. Also selling a number of other aircraft and different subject kits. Mark 01842 810080 for wants or list

Mostly WWI 1/48 scale kits
Must sell excess items (some 1/32 scale). West Byfleet area. Call me, see the kit, make an offer, take it home. David 01932 350410

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and P-47 Thunderbolt by Roger Freeman. For list send SAE to L M Fox 14 Oak Road, Eagescliffe, Stockton-on-Tees, Cleveland TS16 0AS

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Hardback books, mint condition
Luftwaffe Secret Projects 1935-1945 Vols 1, 2 & 3, £10 each. Luftwaffe Advanced Aircraft Projects to 1945 Vol 1, £15. First Edition Complete Book of Fighters £30. Hitler's Luftwaffe, dustjacket slightly torn £15. Anatomy of the World's Fighters £10. Fighting Colours £10. Messerschmitt Me 262 Vol 1 £8. Modern Fighters and Fighter Bombers £8. British Warplanes of WWII £8., Warplanes of the Luftwaffe £8. American Warplanes of WWII £8. Military Aircraft Markings & Profiles £10. All plus postage. Manley 01962 735968

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WANTED

1/72 Kendall injection-moulded Boeing
727-200 kit (1999) and Transport Wings vacform Boeing 727-100 kit 07811 427053 after 7.00 pm

Airfix Seafire FR.46 contra-rotating
1/48th scale unit needed to finish off a project. I will gladly meet any costs or swap something in return. Contact Gary Cannon 01482 656263 garymcan@yahoo.co.uk

Plastic model kits and toy soldiers
Airfix, Tamiya, etc, any quantity, especially large collections. Can collect. Mark 01202 253618

Boxes for FROG Bristol Britannia
(BOAC) and Airfix Lockheed TriStar (Air Canada). Fair price paid. L M Fox 14 Oak Road, Eagescliffe, Stockton-on-Tees, Cleveland TS16 0AS

Revell 1/32 scale Hawker Hunter
FGA.9 discontinued kit 04703 parts 32 and 33 tailpipe sections. John 54 Alcester Road, Finstall, Worcs B60 1EW 01527 877843

Can you donate unwanted model kits
1/48 and 1/24 scale aircraft, Modeldecals, for special needs modeller? Also looking for anyone with interest in Battle of Britain Polish Squadrons, or who could help share costs of setting up a model museum. Ian 174 Rowntree Avenue, York

1/72 scale vacform kit of NA T-39
Sabreliner 07811 427053

Canopy for 1/48 scale Revell F-84G
and Tamiya Wildcat (or parts thereof), plus instructions for Revell 1/72 Sea King Mk 41. P Robinson 2 North End Cotts, Hilston Road, Toos, Hull HU12 0JA 01964 670492

Warpaint No 7 Junkers Ju 88
Ken White 4 Clarkston, Eastriggs, Annan, Dumfriesshire DG12 6TH 01461 40586

Photos or photocopies of Boeing
RB-50B, RB-50E, RB-50F and RB-50G Superfortresses, also RB-50s of 1365th Photographic Sqn, APCS, of the 1370th Photo-Mappiong Group, USAF 07811 427053

HELP

Could someone please send me
photocopies of the instructions and paint/decal guide for the Revell-ESCI A-4M/N Skyhawk. Stephen Nolan 70 Hillbrook Estate, Tullow, Co Carlow, Ireland stephennolan@oceanfree.net

Looking for anyone who can help
me set up model aircraft museum. Ian Campbell 174 Rowntree Avenue, York 07727 048643

I am looking for information on the
Hamilcar glider, in particular scale drawings of both the interior and exterior and any pictures of the cockpit and landing gear. I can be contacted at 18 Brantwood Road, Droitwich, Worcs WR9 7RR 01905 779511 agadd3@aol.com

PEN PALS

My interests are early aviation
through to the golden age of the 30s but mostly 1914-18 era. If your interests are similar then please write to me. Graham 22 Innisfayre Gardens, Belfast, BT15 4GJ

I collect everything about Japanese
military airplanes – kits, literature, plans, special projects. I would like to correspond with Japanese modeller. Josef Hyzik, Czech Republic HyzikJ@seznam.cz

SWAP

1/48 Fonderie Miniature Ventura
multi-media kit for Airfix Lightning or 1/32 scale Revell Hunter. 1/48 Pro-Modeler Focke-Wulf Fw 190G-2 for Eduard Fokker D.VII. P Robinson 2 North End Cotts, Hilston Road, Toos, Hull HU12 0JA 01964 670492

Platz Model 1/144 scale Curtiss C-46
Buy or exchange for Lincoln/Kader F-27/DC-3/ Viscount Dave 02088 902074

1/48 Junkers Ju 87B-2 Desert Stuka
for Hasegawa 1/48 P-51D Mustang Mk IV RAAF. B Porter 39 Crow Park Avenue, Sutton-on-Trent, Newark NG23 6QG

Like to Trade Military aircraft slides
with other aviation enthusiasts. I have Kodak slides of many US military aircraft from the 1970s to 1990s. D G Brown Q 2227 Pole Line Road, Decorah, Iowa 52101, USA

EVENTS
MAY 2007

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

■ **April-November**
Unforgotten Falklands
Exhibition to mark the 25th Anniversary of the Falklands War. FAA Museum, RNAS Yeovilton, Somerset ☎ 01935 842638
✉ marketing@fleetairarm.com

Nationals

AUGUST
Wed 22nd – Saturday 25th
IPMS USA National Convention
Anaheim, California. www.ipmsusa.org

NOVEMBER
Saturday 10th – Sunday 11th
IPMS UK Scale Model World
Telford international Centre

This service is offered free to all our readers. Send adverts to:
Events
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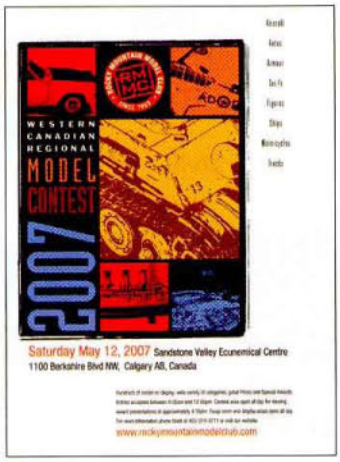
MAY

■ **May 9th**
51st Annual Charles Cain Memorial Test Pilots' Forum
London Society of Air-Britain event that allows the audience to enjoy an evening of questions and answers on a wide range of aviation topics with a panel of test pilots. The Victory Services Club, 63-79 Seymour Street, London W2 2HF. Starts 7.30 pm.
✉ James.Dale@tesco.net

■ **May 12th**
Southdowns Model Show 3
Lancing Parish Hall, Lancing, West Sussex
More room this year with clubs and traders in attendance. Early booking advisable to avoid disappointment! For information contact Paul Janicki ☎ 01403 782638 or Craig Wells ☎ 01273 279635

■ **May 12th**
Aviation Collectors and Model Show
Feltham Community Centre, Browells Lane, Feltham, Middlesex. 11 am. ☎ 01372 725063



■ **May 12th**
W Canadian Region Model Contest
at the Sandstone Valley Ecumenical Centre, 1100 Berkshire Blvd. N.W. in Calgary
Contact Massimo Santarossa, Chairman, Rocky Mountain Model Club ☎ 403-818-2495
Club site 🌐 www.rockymountainmodelclub.com

■ **May 13th**
IPMS Gloucester Model Show 07
Churchdown Community Centre, Parton Road, Churchdown, Glos GL3 2JH. 10am to 4.30pm. Club Displays, Trade Stands. Contact Alan Firbank ☎ 01452 610605 9am to 5pm daily or at weekends ✉ afirbank@aol.com or Jeff Brown ☎ 01285 659254 evenings after 7.30
✉ jeff.p-51d_@tiscali.co.uk

■ **May 22nd**
The Vulcan Bomber
Newark Air Museum evening lecture by Rowland White, author of 'Vulcan 607', on 'Black Buck' operations against the runway at Port Stanley during the 1982 Falklands War. The Palace Theatre, Newark, Nottinghamshire. Book at
🌐 www.newarkairmuseum.co.uk

■ **May 26th**
Scalefest 2007 IPMS Region VI Conv.
Grapevine Convention Center, 1209 S Main Street, Grapevine, Texas 76057, USA. 9am to 5pm
✉ sean@glaspell.net

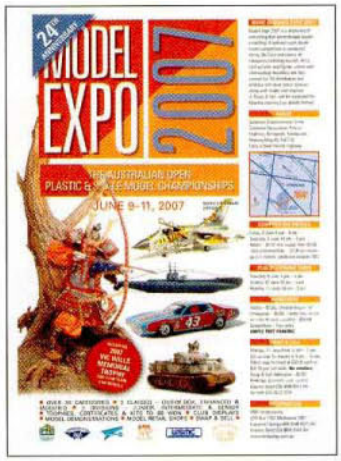
■ **May 26th – 27th**
Scale ACT '07
The Canberra RSL Club, 15 Moore Street, Canberra City, Australian Capital Territory, Australia. Displays, competitions, local and interstate traders, swap 'n' sell, Dinner on Saturday. Mike Grieve
☎ (+61) 26291 1900 🌐 www.actsms.asn.au

JUNE

■ **June 1st**
2nd East Anglian Model Competition
Ransomes Sports & Social Club, Ipswich. Starts 7.30 pm. Stateside BBQ and bar available. Kev Baxter
☎ 01473 832163

■ **June 2nd**
IPMS Salisbury Annual Model Show and Competition
Wyvern College, Church Road, Laverstock, Salisbury SP1 1RE. Over 45 Clubs, SIGs, Traders, Open Competition, Raffle, Refreshments. Free on-site parking. Contact Peter James ☎ 01980 862403
✉ Peter@toggie.freeserve.co.uk
🌐 www.IPMS-Salisbury.org

■ **June 3rd**
The Northern Model Show 2007 20th Anniversary
Temple Park Leisure Centre (just off the John Reid Rd), South Shields. Organised by IPMS Tyneside
☎ Graham 07876 441701



■ **June 9th –11th**
Model Expo 2007 and Australian Open Plastic & Modelling Championships
Entertainment Centre, Sandown Racecourse, Princes Highway, Springvale, Melbourne, Victoria, Australia. Model Expo, c/o IPMS Australia Inc, GPO Box 1187, Melbourne Vic 3001 Australia. Graeme Dodd
☎ (03) 9808 0341 or Ian Vale ☎ (03) 9873 4256
✉ IanVale@bigpond.com

■ **June 10th**
IPMS East Neuk (Fife) Model Show
YMCA Hall, Bonnygate, Cupar, Fife, Scotland.10 a.m. to 5 p.m. Clubs, Traders, Refreshments. Contact Dave ☎ 01334 652439 or Bruce ☎ 01382 543104

■ **June 16th – 17th**
Cockpit Fest & Aeroboot
Newark Air Museum, Winthorpe, Nottinghamshire.
🌐 www.newarkairmuseum.co.uk

■ **June 22nd – 23rd**
IPMS/USA Region 10 Contest and Vendor Show
Holiday Inn Hotel, 1600 S. Country Club Drive at US 60, Mesa, Arizona, USA. Contact Dick
✉ DickC24@aol.com 🌐 www.ipms-phx.org

AUGUST

■ **August 12th**
Aeroventure Model Show
Doncaster AeroVenture Air Museum, Dakota Way, Airborne Road, Doncaster Leisure Park. Entry fee includes entry into the Museum. Martin or Dee
☎ 01302 761616 or 07990 764364

■ **August 19th**
Airshow, Collectors' Fair and Fly-In
Redhill Aerodrome, Surrey
Aviation, Military, Book and Model Collectors' stands. Free car parking. ☎ 01737 822200
🌐 www.redhillairshow.co.uk

■ **August 22nd – 25th**
IPMS USA National Convention 2007
Anaheim Marriott Resort Hotel, Orange County, California ✉ information@ipmsusa2007.org
🌐 www.ipmsusa2007.org

■ **August 25th – 26th**
Shackleton 50th Anniversary Event
Celebrating the 50th Anniversary of the Avro Shackleton MR.3 entering RAF service, with former Shackleton aircrew and groundcrew participating. Newark Air Museum, Winthorpe, Nottinghamshire.
🌐 www.newarkairmuseum.co.uk

SEPTEMBER

■ **September 16th**
Sutton Coldfield Model Spectacular
Sutton Coldfield Town Hall, West Midlands
10.00 a.m. to 4.30 p.m. Traders contact Paul Grimley ☎ 01543 481428. Clubs contact Peter Haywood ☎ 01889 578074

■ **September 22nd**
Aerojumble and Fly-In
Redhill Aerodrome, Surrey. Aviation, Military, Book and Model Collectors' stands. Free car parking.
☎ 01737 822200 🌐 www.redhillairshow.co.uk

OCTOBER

■ **October 12th – 13th**
IPMS-USA Region 2 Convention
Sponsored by IPMS Roanoke Valley and the 'VA Shoot-Out', Roanoke Civic Center Exhibition Hall, Roanoke, Virginia, USA. Club displays, Over 90 vendor tables, 'make 'n' take for kids. Contact Tim Ward ✉ twardf86@cox.net 🌐 www.rvipms.com

■ **October 13th**
Glasgow Open Model Show & Comp
Glasgow IPMS and Miniature Armour Group Show, Kelvin Hall International Sports Arena, Argyle Street, Glasgow. Forty-two competition classes, 20 traders, 20 club and SIG displays. Contact Geoff Crow
✉ geoff.crow@east-ayrshire.gov.uk or
✉ geoff.crow@btinternet.com

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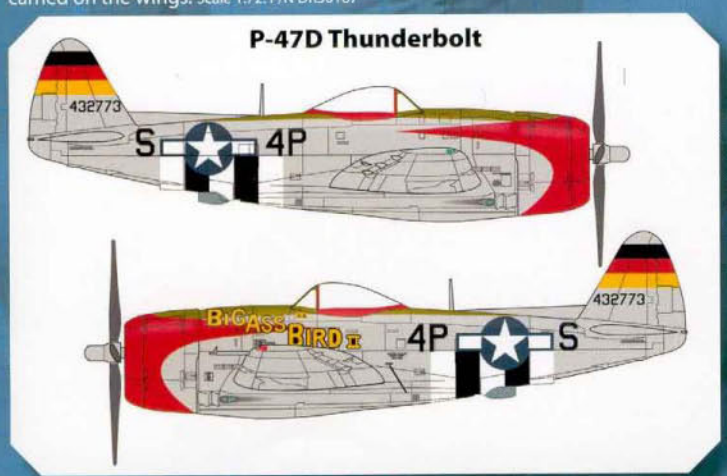

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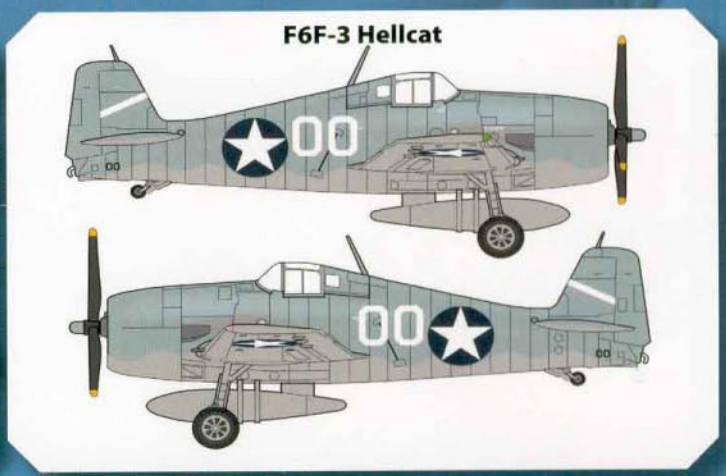

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